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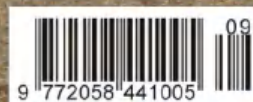
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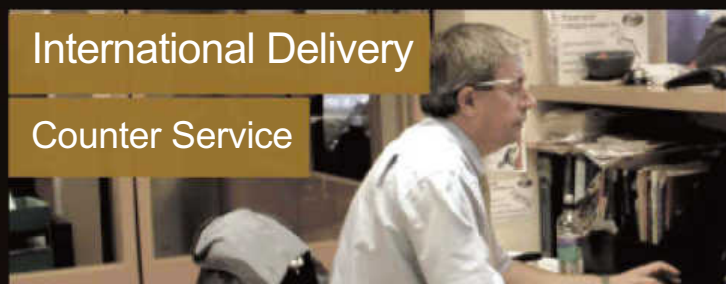
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SUBSCRIPTIONS

13 issues of Jaguar World Monthly are published per annum

UK annual subscription price: **£59.80**

Europe annual subscription price: **£71.99**

USA annual subscription price: **£71.99**

Rest of World annual subscription price: **£77.99**

UK subscription and back issue orderline: 0845 241 5159

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UK customer service team: 01959 543 747

Customer service email address: subs@kelsey.co.uk

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Jaguar World Monthly Customer Service Team
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c/o Classified Central Media, Central House
4th Floor, 142 Central Street, London EC1V 8AR
Fax: 020 7216 8557

DISTRIBUTION

Seymour Distribution Ltd, 2 East Poultry Avenue, London, EC1A 9PT

www.seymour.co.uk

Tel: 020 7429 4000

Printing: William Gibbons & Sons Ltd

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Some day, some day

There is a fabulous advert from 1978 that depicts a small boy in his school uniform peering through a showroom window at a green Jaguar XJ Series 2. Underneath, it simply reads, 'Some day, some day'. You probably did the same. I know I did. The XJ wasn't a common sight in rural Yorkshire when I was growing up, so the only place I could see one was in our local BL dealership. Since it was the same garage that my parents used to fill up with fuel, they would often have to peel me off the showroom window, my grubby face stuck to the glass.

Very few cars in the sector can create that sort of emotion; I couldn't imagine doing the same with a Lexus LS400, for example. The XJ's grace

and speed – thanks to having the same engines as Jaguar's sports cars – was an exciting combination for a young boy, especially for one whose father owned a string of robust French family saloons as mine did.

Yet these cars appealed to more than just boys in short trousers, as proven by the millionth XJ built earlier this year. The 47 years it has taken to get to this milestone is snail-like compared to mass-produced tin boxes that are churned out in their thousands



The classic XJ advert from 1978. Who else did this?

every month, but it still illustrates the range's continuing desirability.

The eight cars gathered together for our celebration to mark the millionth XJ might be significantly different from each other, but they all had one thing in common: every time I drove one, the same thought echoed in my head, "Some day, some day."

@Paul_W_Walton, Editor

SEPTEMBER CONTRIBUTORS



MICHAEL BAILIE

Michael was given the daunting task of shooting all eight generations of XJs, but we think he pulled it off rather well (p32)



JOHN CLANCY

Filmmaker John had the rare opportunity to interview Bob Tullius about racing the Group 44 Inc E-type and XJ-S (p50)



RAY HUTTON

Ray brings to a close our five-part feature on the history of Jaguar, finishing with the current Ian Callum era (p81)



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F-PACE testing close to completion



With the new F-PACE SUV close to being officially unveiled, its punishing testing schedule is almost finished. From the searing heat and dust of Dubai to the ice and snow of Northern Sweden, the new F-PACE has been tested to the limit in some of the most inhospitable environments on earth. To ensure that every system functions perfectly, under even the most extreme conditions, the new F-PACE has been subjected to one of the most demanding test programmes the company has ever devised.

"We have developed the F-PACE to offer the ride, handling and refinement demanded from a Jaguar, together with exceptional levels of ability and composure on all surfaces and in all weathers," says Andrew Whyman, vehicle programme director for F-PACE. "Just as we paid obsessive attention to detail over the engineering of every single component, we've exhaustively tested the F-PACE in the most challenging conditions to ensure that it will exceed the expectations of our customers around the world."





At Jaguar Land Rover's test facility in Arjeplog, Northern Sweden, average winter temperatures rarely go above -15degC and often plummet to -40degC. The 60km of purpose-built handling tracks, mountain climbs, inclines, split-friction straights and off-road areas are ideal for optimising the calibration of the all-wheel-drive system, dynamic stability control and technologies such as Jaguar's revolutionary all-surface progress control. The work done here makes sure that, whether on asphalt, snow or ice, the F-PACE delivers the connected steering feel and agility fundamental to Jaguar dynamics DNA.

In Dubai, ambient temperatures can exceed 50degC in the shade. When vehicles are left out in direct sunlight, cabin temperatures can soar to 70degC – exactly what's needed to ensure that everything from climate control systems to infotainment touchscreens function perfectly in extremes of heat and humidity.

And while the test engineers can relax in air-conditioned comfort as they drive in city traffic, this part of the test cycle is designed to place the cooling systems under very high load through a combination of high ambient temperatures and low airflow.

The F-PACE has also been driven over gravelled mountain passes. This is the first time that a Jaguar test programme has included this uniquely challenging environment, and it's hoped this attention to detail will help to make Jaguar's first performance crossover a benchmark for performance on all terrain in its segment.



F-PACE at Tour de France final

Following the F-PACE's debut at the Tour de France's Grand Depart in Holland, the car was seen once again at the final stage in Paris. Wearing a celebratory camouflage, the prototype version of the Jaguar F-PACE returned to the race just as Chris Froome and his teammates crossed the finish line to celebrate the British rider's second Tour de France win.

A smiling Chris Froome told us, "The ingenuity in designing bespoke cars for the team and especially our Pinarello DOGMA F8 bikes has been fantastic."

Jaguar has been a partner to Team Sky since its inception in 2010, providing high-performance support vehicles to the team, including the XF Sportbrake, F-TYPE Coupé and F-PACE. In 2014, Jaguar deepened their relationship with the team by becoming an official Innovation Partner, beginning to work more closely with the team and their partners to co-engineer products for the team to train and race with.

Mark Cameron, global brand marketing director, Jaguar Land Rover says, "It's a privilege to celebrate a third Tour de France victory with Team Sky. It's a magnificent British sporting story, and Jaguar has been delighted to play its part in contributing towards the team's success."

"Congratulations to Chris Froome and the rest of the team on an outstanding victory."





Rare lightweight C-type up for auction



The 1953 Jaguar C-type Works Lightweight, chassis no XKC 052, is to be sold at auction on August 13-15, the first ever offering of a Works Lightweight example at public auction.

It is the second of just three factory lightweight C-types built and is clothed entirely in thin-gauge aluminium. XKC 052 boasts an incredible period racing history, including a fourth place overall finish at the 1953 Le Mans 24 Hours race, piloted by Peter Whitehead and Ian Stewart. Sold to the renowned Ecurie Ecosse team in late 1953, the C-type was heavily campaigned throughout the following season, achieving eight victories and numerous additional podium finishes. It made its way to privateer Peter Blond in 1954, who entered the Jaguar in a variety of club races and hill climb events, prior to passing through

the collections of several gentleman racers. Martin Morris, one of Britain's foremost collectors of the period, acquired the car in 1971 and kept it for more than 30 years, during which time it received a comprehensive two-year restoration.

XKC 052 has been in the care of its current proprietor since 2001, who commissioned a proper renewal to 1953 Le Mans specifications and livery, and had the car painted in the infamous Ecurie Ecosse blue. XKC 052 comes to auction as the ultimate encapsulation of Jaguar's esteemed racing heritage, and one of the most celebrated examples of its kind. It is expected to garner in excess of \$9 million when auctioned at RM Sotheby's (www.rmsothebys.com) Monterey sale in August, a value which would see it establish a new auction record for the marque.

Final XF handed to the Jaguar Heritage Trust

After eight years in production, the final XF (X250) rolled off the Castle Bromwich assembly line on June 9. Mike Beasley, former Jaguar managing director and latterly one of the Jaguar Heritage Trustees, was invited along to receive the car on

behalf of the Trust from Nicolas Guibert, the Castle Bromwich plant director. The final car is a 2.2-litre Diesel R-Sport, VIN number SAJAC05KXFDU88785. The registration J15 XFR has been reserved.



McEnroe chauffeurs XE

Tennis legend John McEnroe surprised two unsuspecting Wimbledon fans with an unforgettable journey to The All England Club. Tennis fans Tom Payne and Nick Webb were selected to take part in the Secret Chauffeur stunt and were offered a VIP trip to Wimbledon as part of Jaguar's #FeelWimbledon campaign. On route to Wimbledon, the real chauffeur jumped out of the car to be replaced by McEnroe, who took hold of the wheel and drove the two unsuspecting fans down to The Championships, Wimbledon.

McEnroe told us afterwards, "I was very happy to be part of this creative stunt with

Jaguar. This is the greatest Grand Slam of them all – both in the eyes of the players and fans – and the surprise on Tom and Nick's faces when I got in the car shows just how excited the fans get at Wimbledon."

An excited Tom Payne said, "I thought I was just coming to Wimbledon to watch the quarter finals and enjoy the atmosphere, but to be driven there in style by the legendary John McEnroe was incredible. It was an awesome surprise!"

Nick Webb added, "Walking into Wimbledon with McEnroe was something I'll never forget.

"Thank you, Jaguar, for such a brilliant start to our day at Wimbledon."



Queen's Award for JLR

JLR has been presented with a 2015 Queen's Award for Enterprise in Sustainable Development for reducing the environmental impact of its products and its operations.

Jaguar Land Rover's CEO Dr Ralf Speth received the prestigious accolade from Her Majesty's Lord-Lieutenant of West Midlands, Mr Paul Chandrasekharan Sabapathy CBE.

Dr Ralf Speth said that Jaguar Land Rover was honoured to receive the award, the 14th Queen's Award that Jaguar and Land Rover have received since 1967, adding, "We are

focused on growing a long-term, sustainable business, as leaders in environmental innovation, and making a positive impact on society."

The award follows a 2014 award for Enterprise in International Trade, for outstanding overseas sales growth.

Below: JLR's CEO, Ralf Speth, (left) receives the Queen's Award for sustainable development from Paul Chandrasekharan Sabapathy CBE



Grace swaps China for Europe

The former President of JLR's operations in China, Bob Grace, has been appointed the company's European regional director. Based in Frankfurt, Bob will continue to report to Andy Goss, the global sales operations director.

Bob moves to the new role following five years in China where he made a significant contribution to the growth and development of the company in the market. In 2015, Bob celebrates 30 years at Jaguar Land Rover where he has held several senior sales and marketing positions internationally, including the UK, Central America and Argentina.

Commenting on his new role, Bob Grace said, "I have had an incredible five-year assignment in China and I am now looking forward to my new role. With Jaguar Land Rover's plans to introduce 50 new products in the next five years, it is an exciting time for me."

Europe has the largest number of Jaguar Land Rover dealers globally, with almost 1,000 dealers across 36 countries. Last year, more than 85,000 vehicles were sold in the region making it Jaguar Land Rover's most successful year in Europe this century.

Bob's replacement in China will be announced at a later date.



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EVENTS

A ROUNDUP OF ALL THE BEST JAGUAR EVENTS BOTH AT HOME AND ABROAD

Shelsley Walsh Classic Nostalgia July 18-19, 2015

Billed as a period-themed motoring extravaganza, a central part of the event was the celebration of Jaguar's 80th anniversary, with a fabulous range of cars past and present performing demonstration runs on the challenging hillclimb. The Jaguar Heritage Trust supplied two of its former racing cars, the 1974 Group 44 E-type and the 1976 Broadspeed XJ12 Coupe. The latter was re-united with legendary driver Derek Bell, who raced it back in 1976 when he and co-driver Andy Rouse achieved its best-ever race result – a second-place finish at the Nürburgring.

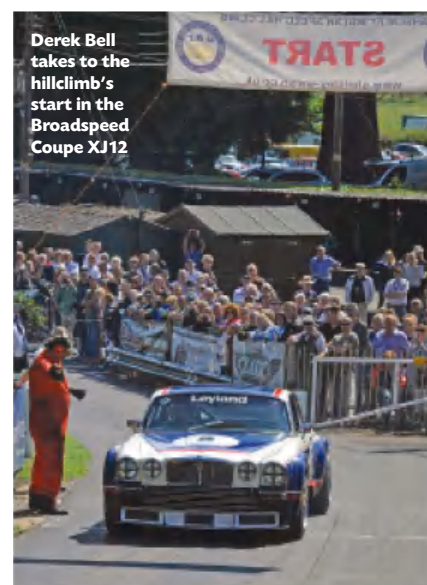
"I am like a kid in a candy store here today," said Bell. "Being allowed to drive a selection of cars from the course of my career is fantastic, especially with their current owners taking such pride and pleasure in seeing their iconic cars in action."

Another popular figure in attendance was former Jaguar test driver, Norman Dewis.

Other cars included an XJR8/9 (chassis 187), driven by its owner Kent Abrahamson, and a production example of the new F-TYPE Project 7, which made its debut in concept form at Shelsley Walsh in 2013. The course car was an unusual XJ-S Cabriolet prototype. Built in April 1985, it was allocated to the TWR JaguarSport racing team, which modified it in a number of ways – including welding the roof panel – before using it as a pace car for many of the world sports car races that the team entered.

Static displays included three E-types: 484 CRY, an early open two-seater that appeared in the Italian Job; the Geneva Motor Show car (9600 HP); and the example owned by legendary journalist, Denis Jenkinson.

The final C-type campaigned by the famous Ecurie Ecosse team and an XKSS were also exhibited.



Derek Bell takes to the hillclimb's start in the Broadspeed XJ12



Kent Abrahamson's amazing XJR8/9



The former TWR XJ-S Cabriolet course car



The final Ecurie Ecosse C-type



Five-times Le Mans winner Derek Bell with the Broadspeed XJ12



Left: Former Jaguar test driver, Norman Dewis



848 CRY (left) appeared in the Italian Job and 9600 HP was shown at the 1961 Geneva Motor Show



The Group 44 E-type on Shelsley Walsh's start line

Silverstone Classic July 24-26, 2015

The ex-Fangio C-type that won the Woodcote Trophy was the highlight of this year's Silverstone Classic, now in its 25th year.

Despite waterlogged conditions, drivers Chris Ward and John Young secured an excellent second-place grid position in the C-type, now maintained by Essex-based specialist JD Classics. By the time the race rolled around on Sunday, the rain was back again, but the racing was as fierce as ever.

Following a rolling start, the C-type jostled for position, holding strong in second place as the weather got even worse. A dominant race by John Young and Chris Ward kept competitors at bay, to secure an impressive victory for the ex-Fangio C-type.

There were plenty of Jaguars elsewhere over the weekend. Pole for the Stirling Moss Trophy pre-61 sports cars was taken



The start of the International Trophy for pre-66 Classic GT Cars



The ex-Fangio C-type on its way to winning the Woodcote Trophy

by Chris Ward and his teammate Andrew Smith in a D-type. In the race, as the cars launched off the line at the start, it was clear that the dry track favoured the more powerful cars in the pack, and the pole-sitting D-type began to fall back through the grid. Following a mandatory pit stop and a driver change, the D-type made its way up the field again, passing cars with far more power to cross the line with an impressive eighth-place finish and a class win. Winner of the 1988 Le Mans, Andy Wallace, came 16th.

Qualifying for the Super Touring Car Challenge was disregarded because conditions were too dangerous, and the cars lined up for the race in the order of previous race finishes. That put the Group 44 Jaguar XJ-S, again with Chris Ward behind the wheel, in the middle of the pack. He went on to finish eighth overall and take a class victory.

In race one of the newly created Jet Battle of Britain Trophy, E-types finished in second and third place driven by Matt Nicholl-Jones and touring car legend Steve Soper, respectively, while Jim Tester came a respectable eighth in his XK 120. Nicholl-Jones then improved in race two to take the victory, while Tester came home in sixth.

In the International Trophy for pre-66 Classic GT Cars, co-drivers Clark and Shaw



The Group 44 XJ-S splashes through the rain in the Super Touring Car Challenge



Woodcote Trophy winners, driving a D-type, were Chris Ward (right) and John Young



The Group C race-winning XJR-14 of Belgian Christophe D'Ansembourg

were the highest placed E-type finishers in seventh place, while Milling and Hall took second in the prestigious RAC Tourist Trophy, also in an E-type.

And finally, Christophe D'Ansembourg won the always exciting Group C race in his XJR-14.



Pole for the Stirling Moss Trophy went to Chris Ward in the D-type



XJ-S Timeline update September 27, 2015

Organisers of the XJS Timeline, which will celebrate the car's 40th anniversary and be held at the Jaguar Enthusiasts' Club's inaugural Western Weekend, are still looking for the following models:

- 3.6 Coupe Sportpack
- JaguarSport XJR-S 5.3 Le Mans Coupe (limited edition of 100 in Tungsten Grey with numbered tread plate)
- XJ-S 5.3 Le Mans Coupe
- USA imports (collection Rouge or Asprey)
- AJ16 4.0 Coupe (self-coloured headlamp surrounds)
- AJ16 4.0 Convertible (self-coloured headlamp surrounds)
- 1996 6.0 Coupe
- 1996 6.0 Convertible

Cars that have been re-imagined by their owners – such as Mike Sharman's XJS hatchback featured in the November 2013 issue of JW – are also welcome, as are after-market cabriolets and convertibles. Anything unusual, such as a manual 4.0-litre for example, cars in rare colours, a former press car, or the first or last of a production run, are all equally sought after by the Timeline organisers.

If your XJS is chosen you will be given free entry to the event at Bodellwydden, Denbighshire on September 27, 2015. Full details can be found on the Jaguar Enthusiasts' Club website (www.jec.org) or by contacting the JEC on 0117 969 8186.



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TOYO TIRES JAGUAR SALOON & GT CHAMPIONSHIP

Rockingham 11 & 12 July Rounds 6 & 7

WORDS TERRY DYE

PHOTOGRAPHY ROGER GAGE

Race 1

Rockingham's mix of a high speed banked oval together with a tight and twisting infield gave rise to contrasting views from the drivers. Sam Clarke Jr must have liked it, though, since he led qualifying with a time four seconds ahead of James Ramm in second place, both in a modified XJS. Alasdair McGregor, in a Class A standard X300 saloon, was in an outstanding third place from Guy Connew's XJ6.

The rolling start released a roar of Jaguar power reverberating off the massive grandstand with Clarke leading Ramm around the banking and into the severe brake test for the Deene hairpin, where the pack bunches up to negotiate the infield section. Behind the lead pair, a three car battle between Connew, McGregor and

Pearce ensued. Pearce overtook McGregor, only to spin away the hard work and Connew retired later with a loose fuel pipe which filled his footwell with petrol. McGregor completed an outstanding and unruffled drive to take third place and the coveted Drive Of The Day award.

Another tussle, between the saloons of Roger Webster and Ed Foster, was only resolved when Webster spun with failing brakes, whilst the late onset of a misfire ended Ramm's challenge for the lead, settling instead for the runner up slot. The season long battle between Steve Askham (X300) and Adam Powderham (XJR) continues, Askham ahead this time, with Colin Philpott gaining a Class C third place despite braking problems.



The eventual overall race winner, Sam Clarke, ahead of James Ramm



Alasdair McGregor at speed in his X300. He finished third overall



The Mk 2 of Derek Pearce corners hard. Derek went on to win Class B



Roger Webster spun his XJ6 while in a tussle with Ed Foster



The XJ6 of Ed Foster



Colin Philpott's XJS. He finished third in Class C despite brake problems

Above: Sam Clarke's XJS leads on exit from turn one chased by the rest of the pack



Derek Pearce's Mk 2 and Alasdair McGregor's XJ6 side-by-side

RESULTS

	O/all	Class A	Class B	Class C
1st	Sam Clarke Jr	Alasdair McGregor	Derek Pearce	Sam Clarke Jr
2nd	James Ramm	Steve Askham	Roger Webster	James Ramm
3rd	Alasdair McGregor	Adam Powderham		Colin Philpott
DRIVE OF THE DAY – ALASDAIR MCGREGOR				

Race 2

A number of repairs were completed overnight but Webster was missing on Sunday since the brake problems he encountered during race one could not be rectified.

In contrast to Saturday's fine weather, it started to rain as the Jaguars started their rolling start. Climbing up on to the banking was particularly fraught as the cars twitched just inches from the concrete wall. Ramm again challenged Clarke strongly for many laps, taking the lead and putting up the fastest time of the day, but falling back to

second when the misfire reappeared.

Derek Pearce's Mk 2 spun on the first lap, creating havoc as the cars behind swerved to avoid. Askham, Powderham and Philpott fought throughout the race. Philpott found a way past Powderham and when he later passed Askham, Powderham followed him through to reverse Saturday's result. McGregor had another superlative drive to third overall and class win. Connew climbed up through the pack until the car went sick and he fell back, but was still able to hold onto a Class B win.



Left: As Derek Pearce spins his Mk 2 the pack takes avoiding action



Left: Sam Clarke Jr and James Ramm take the banking in turn one



Eventual winner, Sam Clarke Jr



James Ramm leads Sam Clarke Jr into Chapman Curve



Third place overall went to Alasdair McGregor

RESULTS

	O/all	Class A	Class B	Class C
1st	Sam Clarke Jr	Alasdair McGregor	Guy Connew	Sam Clarke
2nd	James Ramm	Adam Powderham	Derek Pearce	James Ramm
3rd	Alasdair McGregor	Steve Askham		Colin Philpott

DRIVE OF THE DAY – JAMES RAMM

JEC Powered by Jaguar Race

Vredestein JEC Jaguar XK Challenge

Snetterton July 18, 2015

WORDS TERRY DYE
PHOTOGRAPHY NICK & ROGER GAGE

A dry and warm day for the XK Challenge, run with the AMOC 50s Sports Cars, on Snetterton's longer 300 circuit which includes a tight in-field section.

In a large grid of twenty five assorted cars, including a clutch of eight MGAs, the fastest XK, driven by John Burton, qualified on the second row on his home circuit. Chris Keith-Lucas & Andrew Wenman lined up side by side in their XK120s (although the latter was to break a propshaft on the green flag lap) whilst Andy Moore was further back on his first attempt at the revised circuit.

A lightning start by Burton took him to second



Third placed man, Marc Gordon, side-by-side with Rob Pinchbeck

and heralded a mighty, multi-lap, contest with a blue MGA twin-cam, John giving way only when over-heating forced his retirement. Similarly, Chris Keith-Lucas' battled with an Aston Martin D2 and a Lotus Elite and entertained until he too, succumbed to the heat.

Andy Moore drove steadily, rising from ninth to third overall and winning the XK race and 'Drive of the Day' as he became familiar with the circuit. In yet another fine contest, Paul Kennelly had a great battle with a much quicker Cooper Bobtail, catching up to the back of Chris Keith-Lucas in the process. Marc Gordon was challenged by Rob Pinchbeck and Claire Keith-Lucas until a couple of spins put Pinchbeck out of contention, and Gordon went on to finish third of the Jaguars.

JAGUAR RESULTS

1st	Andrew Moore
2nd	Paul Kennelly
3rd	Marc Gordon
Drive of the day	Andrew Moore



Race winner, Andrew Moore



Second placed Paul Kennelly at speed



Chris Keith-Lucas' XK 120 leads Moore's XK 150

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LETTER OF THE MONTH

Firstly, many thanks for the continued great work and editorial in *Jaguar World*. I always look forward to my read.

I see a correlation in purchases between *JW*'s editor and myself. Like Paul, I have recently purchased an XK8, a 2000 convertible in Sapphire Blue and with 80,000 miles. Although I love my car, it has not been an easy journey. Obviously, buying a car that's 15 years old is not going to be simple, but a car that cost close on £70,000 when new should have, in my opinion, a better build quality and reliability than mine.

To date, I have had to:

- Replace the timing chains. I was aware of this potential problem when I purchased the car because it's the X100's Achilles heel; but without stripping the car down, there was no way of telling. That cost a breakdown, plus close to £1,000;
- Within a week, the hydraulics for the convertible roof leaked and had to be replaced (luckily under warranty, but the car was off the road for a week);
- Headlamp replaced after four months due to condensation and discolouring;
- A burst tyre due to a massive pothole (reimbursed by Surrey Council however);
- Bonnet respray due to stone chip damage;
- Two breakdowns due to coil/spark plug failure;
- Front suspension bushes replaced;
- ABS unit re-soldered;

- ABS sensor replaced;
- ABS sensor lead replaced;
- Total gearbox failure, plus rotary switch and gear shift module (that was £2,500);
- After two weeks of ownership, a young lad ran into the back causing £1,200 of damage;
- And, finally, all the rattles and squeaks that can drive you mad.

I am sure there are a couple of other minor issues, but I am ignoring them since I'm becoming depressed as I write this. We did briefly think about selling the car and moving onto a Mercedes, but thankfully this has passed.

To be fair, some of these items you could regard as consumables and are just wear/tear and cosmetic, but my words to any potential owner is simply, "Know what you are getting into." I would, therefore, be interested to hear Paul's progress with his beast.

Paul, I wish you many miles of safe and pleasurable motoring and trust that you don't attract the issues that I have had. As the ad on TV says, "The driving experience is priceless." Just don't think about what it's costing.

Ray Murphy

PS My wife says I am a sad case, too.



Ray Murphy's
XK8 convertible



Proud in print

I have just received the August issue and it's great to see my "Your Jaguar" article about my XK8 in print. Thanks so much, and congratulations to Paul Walton on getting an XK8 of his own. As seems to be true of all Jags, the more I drive it, the more I love it. My wife and I have just returned from a 400-mile road trip on the Blue Ridge Parkway in North Carolina with zero problems. I took the attached pictures at the Little Switzerland resort near the Parkway. The Carolina Jaguar Club was there for a weekend concours and I couldn't resist the photo opportunity of our XK8 next to a pristine E-type Series 1.

Rick Sparks



Numbers game

I have recently sold my 2007 XKR (most reluctantly, I hasten to add), which I had owned from new to make way for an XKR-S sourced from a Jaguar dealer in London. I am led to believe it was the last one to be found in the Jaguar network, although it had been registered

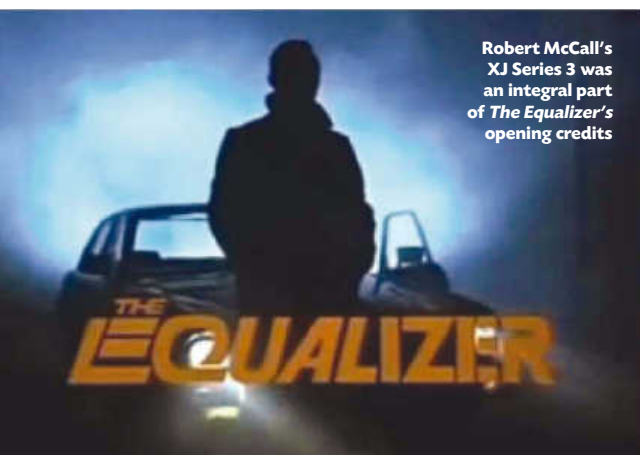
on December 31, 2014. The car had only done 300 miles and wasn't to be made available for resale until May 2015.

I was also led to believe that only 200 XKR-S models were built for the worldwide market. I have asked the supplying dealer on a couple of occasions as to whether or not this is true and how many stayed in the UK, but, as yet, my

request has fallen on deaf ears. I would be very appreciative if you could assist in this matter, or at least point me in the right direction.

Stephen Smith

You are correct. 200 XKR-S were built between 2011 and 2012 and approximately half were sold in the UK – Ed



Robert McCall's XJ Series 3 was an integral part of *The Equalizer's* opening credits

Cars on film

Being an enthusiast of Jaguars, I always try to spot them in classic TV shows such as *Minder*, *Bread* and *The Return of the Saint*, to name but a few. But one car in particular stands out, the one that made me become interested in Jaguars.

That was a 1984 Jaguar XJ6 Series 3 Vanden Plas in gorgeous metallic black that was used in the excellent US TV series *The Equalizer* and driven by the late actor Edward Woodward, who portrayed Robert McCall during series one and two of the show. This car was registered with New York City plates, registration 5809 AUG.

Would it be possible to feature these famous cars, covering information such as their current status, condition and history? This combines both classic TV series and all the great classic cars that actually featured in these classic TV shows.

Gareth Prigg

*Yes, Gareth, I'm sure you'll be pleased to know that we are planning to look at Jaguars in film and on TV, including *The Equalizer*, in a future issue of *Jaguar World* – Ed*



TWITTER YE NOT

Bradley Mtr Works @Bradley_Galway
Congrats to Chris Froome! He was helped every step of the way by the new Jaguar F-PACE playing a vital supporting role

Phil Lanning @lannomedia
Oooh aaah! Jaguar XE S is just jaw-dropping. Best-looking car in junior exec class

Devin Lorentzen @dWL253
Now I'm gonna go back over the Jaguar XFR-S... I wish I had rich parents

Mike Morr @drivermorr
@IanCallum Thankyou for giving us this car, the #bestluxury car in the world in my mind, the Jaguar XJ

@waynejburgess
I'm not gonna lie, I'm as excited as hell to get my hands on my F-TYPE R AWD, literally counting the days now...

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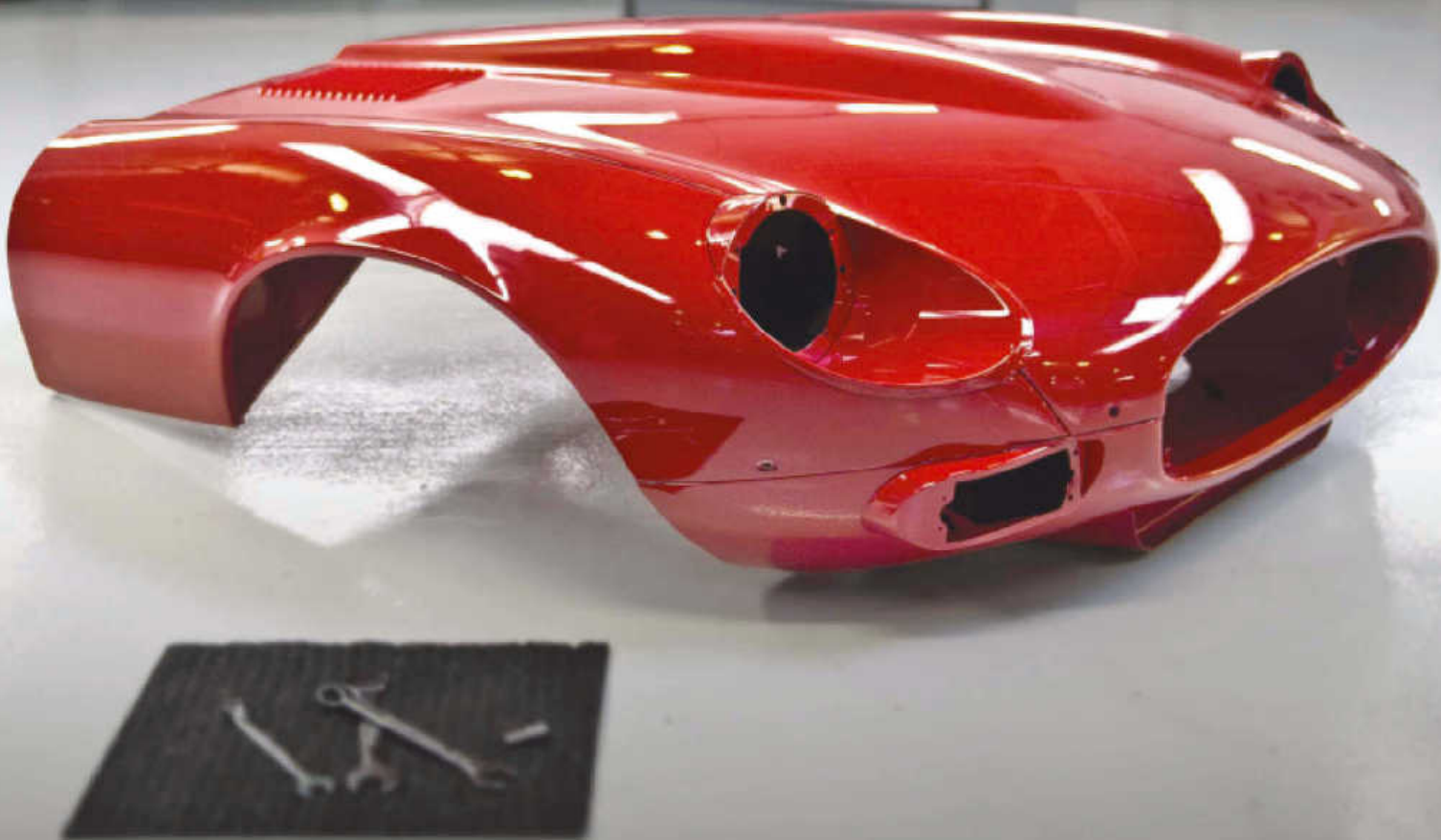
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XJ6

72,174 miles, £12,895. 4.2 auto. Registered in 1978 with on 37 4.2's built in that year. A full description can be seen at www.cathedral-classics.com. The car is in Germany with the price. Including shipment to the UK and a new MoT. Sensibly priced to be simply used and enjoyed - or invested. Be quick! E.I (T). Germany. Contact Stewart on +49 172 5238415 (HP)

XJ6

XJS for sale

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1996, 90,000 miles, £13,900 ono. 4 litre auto. Dark green, magnolia. MoT May 2016. Lincolnshire. 01673 842672 (RB)

XJRS

1991, £5,995. 6 litre. Black. Unfinished race project tubular manifolds, side exhausts, 4 speed Jaguar manual box, new clutchout board vented discs, speedline wheels with excellent tyres, roll cage custom made water rails, twin electric fans, ready for track days comes with interior, auto gearbox. Hertfordshire. 07711 366011 (HP)

paint finish and new parking dings, ideal use as it is or donor for a kit car. 07453 055376

XJS

1994, 97,000 miles, EPOA. The car is an outstanding example finished in superb metallic burgundy with beautiful original cream leather trim. This is probably one of the best example on the market. The car drive fault less and a pleasure to drive. Full MoT with no advisory. Air-conditioning, cruise control, electric seats, electric mirrors, remote locking, etc. The private plate is not in the sale. London. 07722 057129 (HP)

XJS

two owners since first registered to Caffyn Jaguar with its distinctive registration number K555XXX. Low mileage supported by service history. 12 months MoT and its original tool box and handbooks. A truly fine example of a superb motor car. Essex. 01702 230699 (HP)

XJS 5.3 HE

1988, 110,000 miles, £1,500 ono. The car has been stood on stands since 2004. I have just fitted a new fuel pump relay and freed off the distributor weights, and car now starts and drives. Full service history and the front subframe was replaced for a new one back in 2000. Does start and run, but some rust behind bumper and on rear arches. Roof lining was sagging so was removed. Will need to be trailer away. London. 07978 606808 (HP)

XJS C



WITH ALL the positive talk of the XJ-S out there right now, prompted by the car's 40th anniversary, I found myself wondering not only how many are left here in the UK, but also how many might be for sale right now. Not many years back you could reckon on seeing at least one XJ-S every day during a reasonably long drive, but now they're mostly cars for weekends and moments in the sun.

What we do know is that Jaguar produced 115,413 of them during the 22 years spanning 1975 and 1996. That's a very long time for a car to stay in production when a model's life is typically six years, but selling an average of more than 5,200 high-end coupes and convertibles every year, many of them with greedy V12s, is impressive. It's now 19 years since the last one was built, and the XJ-S does not have a stellar reputation for resisting rust, especially before the 1991 facelift introduced galvanised body panels.

Given that well over half of all the cars were exported – the US took 51 percent – the pool of UK-market cars is probably somewhere between a third and a quarter of the 115,413 produced, or 30,000-35,000 cars. Burrow into the data of the excellent 'How Many Left?' website, which collates the DVLA's figures on cars licensed and placed on SORN, and as at the end of the first quarter of 2015 there were 7,647 remaining in Britain. Inevitably, there will be a few more than that, because not all will have been registered on SORN, but the figures must be a decent enough guide.

Of those 7,647, less than half are actually licensed: 3,194 are road legal, 4,453 are off the road, either resting, being repaired, undergoing restoration, up for sale (more on that shortly) or awaiting rescue in a mildewing lock-up somewhere.

The figures are broken down by model on the website, although the catchall category of 'XJS' and 'XJS auto' undermines their accuracy somewhat. Sadly, for those hunting what many regard as the Holy Grail, it does not isolate pre-HE manual transmission V12 coupes. But, as you can see from the table, there's a fair amount of detail.

The most numerous model is the HE, although of the 1991 only 511 are licensed. Next up, are convertible automatics at 1,441, to which you can reasonably add the 37 described only as convertibles. If you have a liking for the more eccentric Cabriolet, there are 121 remaining, and only 44 on the road. Rarer still (understandably) is

the 6.0 XJR-S, of which 73 survive, 36 of them active.

If this table fires you with thoughts of shopping for an XJ-S, here's a rough count of numbers for sale right now. It's rough, because some cars appear on multiple websites and it's not exhaustive. But it's interesting nonetheless. On the day this was written, eBay had 52 for sale, *Auto Trader* 37, *Car and Classic* 177, *Pistonheads* 25 and *Trovit* (which aggregates cars from other websites and therefore duplicates) 277 examples. Then, there are specialists like *Clarkes* (23 for sale), *Just XJS* (around six), *KWE Cars* (around six) and *Robert Hughes* (one or two). There will be more, not least in *Jaguar World* and the clubs. But, the point is that the choice isn't as widespread as you might think. If you want one, you know what to do...

If you are considering buying an XJ-S, you might find your choices are more limited than you think

'HOW MANY LEFT?' JAGUAR XJ-S COUNT AS AT Q1, 2015			
	Licensed SORN	SORN	Total
V12	65	117	182
HE	511	1,480	1,991
3.6	129	42	171
XJS auto	46	215	261
XJS 3.6C	95	162	257
4.0	181	231	412
4.0 auto	760	435	1,195
XJS auto	309	641	950
Conv	18	19	37
Conv auto	732	679	1,411
V12 auto	268	318	586
SC auto	19	19	38
SC V12	25	58	83
XJR-S	36	37	73
TOTAL	3,194	4,453	7,647

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JIM PATTEN

Time for a different approach



SOME YEARS ago, an alternative point of view was proffered that it wouldn't be long before only engineers would be capable of repairing older cars. The premise was that parts were getting so difficult to make correctly that access to machine

tools would be the only way forward. To some extent that is true, where a number of parts have to be modified before they are suitable for the job. Of course, there are many more that are okay, and others that were troublesome in the past but are now much improved. The difficulty is sifting through the mire sorting right from wrong. At times, there will be situations where an alternative point of view has to be adopted.

Reflecting on our time with the open E-type has made it abundantly clear that to retain the reliability we've enjoyed over the past 20 years there needs to be some fundamental changes in our approach to things. The repeated changing of alternator, drive belt and regulator unit was ridiculous. Nothing in 37,000 miles and then four alternators and three drive belts in 3,000 miles. I am assured that the current range of replacement parts has improved considerably, but that is for others to find out.

A similar situation exists with the various forms of electronic implants into the standard distributor – we've had three in the E-type and the same number on the Mk 1. Time to think outside

of the original equipment box and look at what else is available, not just for these parts, but everywhere where there is a possible improvement.

If we are to encourage a new generation of enthusiasts to follow

us, just as we did with our fathers and uncles, then it is vital that they experience something worth following, rather than the stereotypical situations as seen when a classic is featured on programmes like Top Gear. Expecting a breakdown should not be the norm.

Oddly enough, I had cause to call out the AA following a battery failure on my Ducati. We were chatting and he related how over the past three years the number of call-outs on classic cars had risen significantly. Now that could be because there are more classics in use or, as I believe, certain parts are causing trouble. In an effort to minimise the

effect we might have to adopt this new approach. We've already started on our open E-type by fitting a 123 distributor, the very latest alternator with serpentine drive belt and a German-made fuel pump. As items are identified as potential trouble areas, we need to pounce and either seek a better replacement or look at a viable alternative. Call it an upgrade if you will, but if it means avoiding the back of a recovery vehicle then so be it. ■

This 2+2 is used every day proving that if it is well sorted, a classic can be viable

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THERE WILL BE
SITUATIONS
WHERE AN
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VIEW HAS TO
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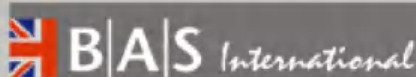
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KEITH HELFET

Developing a theme



COMPARE MY original sketch for the XJ41 with the finished car, and you would see that they are quite different. As I discussed in the previous issue, once my design for the car had been chosen, I had to create a quarter-scale model in clay, and they always ended up a lot different to the initial drawings.

The XJ41 clearly looked too stiff, especially from the side, which frustrated me. I thought Jaguars should have voluptuous, flowing lines, similar to those designed by Malcolm Sayer and Sir William Lyons. This is especially important with sports cars. Certain shapes can look stiff, or static, while some are very dynamic. It's often said that the E-type looked like it was doing 100mph when it was standing still and that's because Sayer was originally an aerodynamicist and he understood how air flows – how it takes the shortest route around an object. This was already known in the Thirties and is why cars of the era were teardrop shaped. Sayer took it further two decades later, creating the beautiful smooth surfaces of the C- and D-types. I looked very carefully at his work, studying the surfaces, lines and profiles of his cars and realised they all appeared to be accelerating even when stood still. That's what gave the E-type and D-type the feeling of speed even though they weren't actually that aerodynamic.

So for nine months, between September 1980 and early 1981, I began to develop the XJ41's shape, trying out lots of different ideas until it began to look more bullet like. Other than Sir William Lyons,

who still came into the studio once a week, nobody else understood what I was trying to achieve. All of Jaguar's previous cars had been designed either by Sir William or Malcolm Sayer with the

exception of the XJ40 and, although this was a variation of the Series 3, its lines were still much stiffer. The fashion at the time, set by Italian designer Giorgetto Giugiaro following the original Volkswagen Golf of 1974, was for angular designs (which is sometimes called origami).

Sports cars such as the Ferrari 365 GT4, Lotus Esprit and William Towns' Lagonda were all straight-edged. Some people considered that to go back to flowing forms was old fashioned, but this didn't bother me because I knew these shapes were more suitable for a Jaguar. And I also knew that it would take five years to put into production and, in that time, fashion of the Giugiaro-inspired era would have changed. It was daunting at times since I was trying to create a spiritual successor to the E-type knowing that the market wasn't interested,

but the fact that Sir William thought the direction was the correct one gave me the nerve to continue. As a comparatively young designer, I might not have had the courage of my convictions without him.

■ **Keith Helfet was a designer at Jaguar between 1978 and 2002. His most famous creations are the XJ220 supercar plus the XK180 and F-type concepts. He currently runs his own design company**

The first quarter scale clay model of the XJ41 was very different from Keith's original sketches

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TOO STIFF,
ESPECIALLY
FROM THE
SIDE, WHICH
FRUSTRATED ME**

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GENERATION XJ

To celebrate the one millionth XJ built earlier this year, we've gathered together an example from each of the eight generations to explain the car's success



Very few cars reach the million mark and those that do are usually humble and affordable family cars, such as the Ford Fiesta, Toyota Corolla and Volkswagen Golf. Affordability was just one reason for a car's six-figure success, as it does, of course, need to be good at what it was designed to do. Land Rover wouldn't have made a million Discoveries in just 23 years if it were a sub-standard SUV. And that is why the XJ reached the figure in February this year. While the

47 years it took to reach this number might try to lessen that achievement when compared to the Ford Fiesta that sold 723,130 in 2012 alone, very few luxury saloons can boast such a lofty production run. It still illustrates the car's greatness in all its forms.

So to celebrate the car's success, we've brought together one car from each of the eight generations to demonstrate why every one is an important part of the XJ's history.

WORDS **PAUL WALTON** PHOTOGRAPHY **MICHAEL BAILIE & PAUL WALTON**





SERIES 1 1968-1973

Setting the standard

Judge the XJ family by the Series 1 alone and it is obvious why the model was so successful. It is one of the most significant cars Jaguar produced – the culmination of everything it had learned in terms of design and engineering – and a car whose core values (mainly handling and refinement) remain as important today as they were back then.

Work started on the car in 1964 and although its design followed that of the earlier Mk X/420 G and 420 saloons, its proportions were improved. To begin with, the new car's 9ft 0.75in (2,762mm) wheelbase and 4ft 10in (1,473mm) wheeltrack were smaller than the Mk X's, giving it a better balance of glass area to body mass, while improved packaging meant the XJ6 offered more interior room than the bigger Mk X.

The original proposal was for a 3.0-litre version of the XK engine with a shorter stroke and shallower block than the 4.2, along with the newly designed 5.3-litre engine. However, the V12 wasn't ready in time for the car's launch and the 3.0-litre XK engine didn't have enough low-speed torque – so the car was launched with the existing 4.2. A 2.8 version of the XK engine also offered, aimed at those European countries that offered a tax break on smaller engines.

Where the car really stood out from its rivals was in its refinement and handling, due to the stiffness of

its monocoque (when tested, it was found to have a torsional rigidity of 8,500lb ft) and its suspension. Both front and rear suspension were logical developments of those used on existing Jaguars, and became more effective. At the front, a box-section cross member replaced the Mk X's forged beam, while the suspension dampers on the XJ6 were mounted outboard of the coil springs. This not only made them more effective, but allowed for longer units to be used. Jaguar's then-current technical director, Bob Knight, and his engineering team, plus the company's test engineer Norman Dewis worked hard to tune the suspension and rubber mounting settings as well as the general balance.

The result was a large car that felt like a smaller and more nimble sports saloon, with the refinement and manner of a luxury saloon. Little wonder the press was quick to praise the new car: "In practically every department – comfort, roadholding, handling, quietness, performance – the XJ6 excels," said *Motor's* original 1968 test.

Despite the car's popularity, Jaguar didn't rest on its laurels and soon increased the range. A Daimler Sovereign version was added in 1969, although there was little to differentiate between the two, other than standardising the overdrive and changing the grille to the famous fluted type. Next, was the V12 from 1972, which had been on the cards from the beginning,





but was delayed because the engineers had difficulty keeping the huge engine cool.

It was worth the wait, though, since the car was the last word in comfort and refinement. Whisper quiet and smooth, the XJ12 with its three-speed automatic gearbox (there was no manual option) could reach 140mph. It was an unassuming supercar, though. Other than a new front grille and XJ12 badges on the rear, it was almost identical to the XJ6. Importantly, it was also a cheap supercar, too. At its launch, the XJ12 cost £3,726 (the slightly more luxurious Daimler Double Six version was £3,848) compared to the Mercedes-Benz 300SEL at £8,600.

As the earliest incarnation, the beautiful Regency Red XJ6 4.2 seen here is the purest of the breed. Its compact lines are dwarfed by the current X351, but it has better

proportions and its lack of adornments (such as the side vent and a front spoiler) give it a classier look.

It's the same with the interior: its classic mix of veneer and a long row of white-on-black Smiths dials and thick rocker switches create a dash that is the embodiment of simplicity, and is all the better for it. There is a delicateness to the way the car drives too – the steering is easy, if a little over assisted, while power comes effortlessly thanks to the high-revving nature of the engine. Even at speed the interior remains a place of tranquility, as little engine noise finds its way into the cabin and road imperfections are absorbed before the occupants can feel them.

Subsequent XJ models were faster, larger and more luxurious, but in terms of refinement, this is the one they all still aspire to.

Thanks to: Owner Bryan Boyden



XJ Series 1	XJ6 2.8	XJ6 4.2	XJ12
Engine	2,792cc straight six	4,235cc straight six	5,342cc V12
Power	140bhp	173bhp	266bhp
Torque	150lb ft	227lb ft	301lb ft
Top speed	117mph	124mph	140mph
0-60mph	11secs	8.8secs	8.1secs
Total production figures for the XJ Series 1 – 98,227			



SERIES 2 1973-1979

Sensible progression

Five years after the XJ's launch Jaguar decided to improve the model, changing several features either to keep the car fresh or for legislative reasons. The basic styling was left untouched, but a change in American law meant the bumper was raised so that it was 16in off the ground and accompanied by new over-riders (American models had huge 5mph bumpers to meet new low-speed, no damage regulations). Consequently, the grille became squatter, and under-bumper air intakes became larger and more prominent. The rear was left intact, though, including bumper height.

Meanwhile, the interior was totally redesigned, especially the updated ventilation controls. Thanks to larger air vents in the middle of the fascia, the auxiliary instruments were relocated ahead of the driver and the switches were placed in more logical locations on the dash.

Due to a lack of sales, the biggest mechanical change was the deletion of the 2.8-litre engine. Power of the 4.2 was also dropped slightly to 170bhp, but there was a new engine oil cooler, exhaust system and other detail changes. Realising the XJ needed to have an entry-level model, Jaguar introduced a 3.4 version of the XK unit in April 1975. At £4,795, it became the cheapest way into XJ ownership (£341 less than the 4.2), but its 161bhp still offered a top speed of 117mph. It was also more fuel efficient, something that car buyers in the mid-Seventies were becoming more attune to, due to the fuel crises caused by the 1973 Yom Kippur war. The V12 was given Bosch-Lucas fuel injection a month later, rising from 12mpg to 13.5mpg. It was only a small increase, but it was clearly



a step in the right direction. In 1978, the XK engine also received fuel injection, increasing power from 162bhp to 178bhp.

With the 1975-1978 Coupe, the Series 2 had one of the largest ranges of any XJ – a fact that helped it to outsell the Series 1: more than 117,000 were produced compared to the Series 1's 98,227.

There are only a handful of years between this Series 2 XJ12 and the Series 1 XJ6, but the minor design changes inside give a different impression. While the earlier car feels traditional, similar to the Mk 2 and Mk X, the Series 2's cluster of dials in front of the driver and more black plastic and rubber give it contemporary feel.

This particular model is a Daimler Double Six in Greensand, the differences from a

Jaguar consisting of the fluted grille and a few trim items. Even today, it's easy to see why the car has such a reputation for being smooth and refined. The V12 engine is again whisper quiet, delivering its power easily and effortlessly, but it has a darker side. Squeeze the throttle pedal with a little more gusto and the car responds instantly. In fact, its acceleration is the equivalent of force 10 on the Beaufort wind scale. Despite the extra weight of the V12, handling is no different to the XJ6 Series 1, and although the steering is a little over assisted, it's still sharp.

The changes made to the Series 2 were small, but they kept the XJ range relevant for the difficult Seventies.

Thanks to: Owner David Stewart



XJ Series 2	XJ6 3.4	XJ6 4.2	XJ12
Engine	3,442cc straight six	4,235cc straight six	5,343cc V12
Power	161bhp	170bhp	286bhp
Torque	189lb ft	231lb ft	294lb ft
Top speed	115mph	122mph	147mph
0-60mph	11.9secs	9.6secs	7.8secs
Total production figures for the XJ Series 2 – 117,583			



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XJ SERIES 3 1979-1992

Designed in Italy



If things had gone to plan there wouldn't have been a third generation of the original XJ. In 1972, predicting that by the late Seventies the car would be old-fashioned, Jaguar began working on an all-new replacement with a view to launching it in 1978/79.

But the car took longer than expected to develop, so the date was pushed back to the early Eighties. Of course, this meant Jaguar had to give the XJ a second facelift, but without many large and expensive



changes. Since Jaguar's burgeoning design department was tied up with the new saloon, the task of reshaping the car was given to Pininfarina. This was the first time a production Jaguar had been styled by an outside design company.

Due to lack of money, the Italian carrozzeria was told that the car's body platform and floorpan had to be left untouched and that the main structure should be retained. Above the waistline, the proportions and pressings were all new. The front screen and pillars were more steeply raked while the entire glass area had been increased by virtue of the extra depth, and enhanced by the removal of the front quarter light post and the less-rounded profile of the new roof. The width of the roof was also reduced, increasing the curvature – or 'tumble home' – of the wide windows, and the sweep of the bodyline under the rear quarter light was straightened before it met the lift of the rear wing top.

Other changes included flush-fitting door handles, slimmer bumpers that contained recessed indicator lights, a new radiator grille with vertical slats and centre rib (reminiscent of the original XJ12's), and the removal of the lower air vents under the bumper. Inside, new electronically operated seats with improved lumbar support were standard throughout the range. Updates to the dashboard saw the dials marked with symbols rather than words. The changes were simple and subtle, but helped to refresh the car while retaining its overall grace and charm.

"The new range is intended to be evolutionary, not revolutionary," said managing director Bob Knight at the car's 1979 launch. Perhaps more significantly, at £7 million to design and develop, the Series 3 was a fraction of what Jaguar would eventually spend on the all-new saloon.

The range was as per the Series 2: the XJ6 with either the 3.4- or 4.2-litre engine and the 5.3-litre XJ12. Daimler versions of the 4.2 and V12 were also available.

Despite the poor reliability record of early cars, improvements to production after (Sir) John Egan became chairman in 1980 turned it around. This was supported by the introduction of the V12 HE (for High Efficiency) engine from 1982, which improved economy. By the mid-Eighties, the car was a much-loved luxury saloon with a strong following by those still wanting something more traditional and a BMW 7-Series. A good job, too, because as the V12 engine couldn't initially be fitted under the XJ40's bonnet, the XJ12 Series 3 was in production until 1992. Its 13-year production run makes the car the longest-serving generation of XJ. The 132,952 Series 3s also make it the best-selling car of all the Series XJs.

This Sapphire Blue Daimler 4.2 is a good illustration of its success. With sharper lines than its earlier siblings and better detailing, it is a handsome car. Other than a couple of minor trim changes, the S3's interior is pretty similar to the S2; traditional it might have been, but even by the mid-Eighties it must have looked old-fashioned.

Behind the wheel, the drive is similar to the earlier models – the epitome of comfort.

The Series 3 was clearly a stopgap model, but it is, in my view, one of the best XJs.

Thanks to: Owner Les Boyden



XJ Series 3	XJ6 3.4	XJ6 4.2	XJ12
Engine	3,442cc straight six	4,235cc straight six	5,343cc V12
Power	161bhp	205bhp	285bhp
Torque	189lb ft	231lb ft	294lb ft
Top speed	112.9mph	122mph	140mph
0-60mph	11.2secs	9.6secs	7.6secs
Total production figures for the Series 3 – 132,952			

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XJ40 1986-1994

Brave new world

Unreliable with awkward styling. Both sentiments are arguably true of the XJ40, but that's only one side of the car's story. With so much baggage it's easy to forget what an important car it was for Jaguar during the Eighties, as not only was it the first all-new saloon since the original XJ, but it was the company's first modern car with electronics playing a major part in its design.

Work on a new saloon had commenced in the early Seventies, but progress was slow and the design was only signed off by 1979, the year the Series 3 was launched. Square-edged and angular, outwardly it seems considerably different from the Series XJs, but there are similarities if you look closely enough. For example, the original XJ's haunch over the back doors into the rear wing was retained, and the 40's proportions are similar. However, the same can't be said about the interior. For the first time in Jaguar's history, interior styling bucks were built to evaluate different designs, and it was given more electronics than any other Jaguar, including several ECUs for the engine management, climate control, cruise control and anti-lock brakes. There was also a highly advanced diagnostic system.

Although nothing of the Series 3's front suspension was carried over, the general principle was the same – double wishbones of unequal length, and uprights in forged steel with pivoted angles to provoke anti-dive characteristics. The biggest change was pitch control arms that faced rearwards instead of forwards, and





consequently anchored onto a stiffer part of the body structure to give better steer control of the subframe.

Jaguar moved away from the traditional rear suspension it had used since the early Sixties. Instead, it adopted a system incorporating a pendulum arrangement that allowed fore and aft movement of the lower wishbone inner fulcrum while still maintaining a high degree of lateral stiffness.

To ensure all of this worked, the XJ40 was the most stringently tested car Jaguar had ever produced at the time. More than 100 prototypes were built, and they covered 1.25 million miles in Arizona, 1.8 million in Australia's outback and 1.1 million in Canada.

One of the biggest complaints about the Series 3 was its body fit and finish, so the XJ40 was constructed from fewer panels. Whereas 20 different sections were welded together to form the old car's body side, the XJ40 had one major pressing called a monoside.

The car was a huge step forward for the company's future, but it came at a price. It took £200 million of investment and seven years' development work to get the XJ40 ready for production in 1986.

The heart of the car was a brand new straight-six engine, the AJ6, which was available in either 2.9 or 3.6 litres, although in 1989 and 1990 respectively these were increased to 3.2 and 4.0. There was no V12 option because the engine couldn't be made to fit under the bonnet. It wasn't until 1992 that the V12 – now enlarged

to 6.0 litres – was finally squeezed under the bonnet (the XJ81). With modern and fuel-efficient six- and eight-cylinder engines on the market, the idea of a thirsty V12 saloon seemed old-fashioned and just 3,799 XJ12s were sold in 19 months. More poignant for the future was the first generation of XJR from 1988. Unlike later models, its performance changed little from the standard cars, since the model was designed and built by satellite company JaguarSport (that was owned 50/50 with TWR), but its sportier exterior appealed to a younger audience. Although sold in small numbers – just 1,243 between 1988 and 1994 – the model gave the car some much-needed excitement and remains a Jaguar mainstay.

Sadly, the XJ40 was problematic from the start, which Jaguar's then-chairman, Sir John Egan, puts down to a lack of resources. In the early Eighties, his engineers were busy trying to improve Jaguar's overall quality. "The initial quality programme was too huge," he told us in the February 2015 issue. "It took all of our engineering team in 1981, 1982 and most of 1983. There was a small skunk team doing the XJ40, but we didn't pour the resources into it until late 1983."

Yet Egan, knowing Jaguar needed a new XJ, was adamant it would be launched in 1986 even though Jaguar's legendary test driver Norman Dewis was saying it wasn't ready. In fact, Dewis left the company in 1985 over Egan's decision because he refused to put his name to such a car. Norman's instinct was proved right, with early cars suffering from electrical, steering and suspension problems, which were to seriously tarnish the XJ40's reputation. They still do.

However, thanks to changes in its construction following Ford's 1989 takeover of Jaguar, by the end of the car's life the XJ40 was a well-rounded and capable saloon. Many still dismiss the car's looks, declaring it not quite 'Jaguar' enough, but with this late 4.0 surrounded by an almost identical range of cars, I can't help but appreciate how its more angular lines set it apart, as they do with the current X351, while its proportions are still perfect and reminiscent of the Series 3's.

The interior is a world away from its ancestors. While even the Series 3 has an old-fashioned flat dashboard, the XJ40 has a modern dial pack constructed from plastic. There is still veneer, but it's not as prominent. The heater controls and auxiliary dials have a similar feel, being constructed from black plastic. To the side of the fascia is something that looks like a school calculator, but it is the trip computer. We take such ideas for granted today, but what a surprise the car must have been to the traditional Jaguar buyer.

The performance from the 4.0 straight six is crisp and eager, pulling away with genuine enthusiasm. Although the ride does have a little less suppleness than the previous XJs, the steering has more feel and I can carve up corners with more confidence.

Due to its less-than-traditional looks and reliability issues, the car's reputation is arguably the worst of the bunch. But, ironically, with 208,722 built, it is the best-selling generation of XJ so far, and its significance on the model's history should not be overlooked.

Thanks to: Owner Martyn Bradshaw

XJ40	XJ6 2.9	XJ6 3.2	XJ6 4.0	XJ6 4.0	XJ12
Engine	2,919cc straight six	3,239cc straight six	3,590cc straight six	3,980cc straight six	5,995cc V12
Power	165bhp	200bhp	221bhp	235bhp	318bhp
Torque	176lb ft	220lb ft	248lb ft	285lb ft	342lb ft
Top speed	117mph	135mph	136mph	139mph	155mph
0-60mph	9.9secs	8.3secs	8.4secs	8.3secs	6.8secs
Total production figures for the XJ40 – 208,722					

X300 1994-1997

Return to form

This is another car that should not have seen the light of day. In the late Eighties, Jaguar had been busily working on a new saloon. Codenamed XJ90, it was a heavily reworked XJ40 that technical director Jim Randle described in a 2004 interview in *Jaguar World Monthly* as, "A restyled job, slightly taller, slightly longer, a very pretty car." Sadly, the car was cancelled not long after Ford's takeover due to development costs. No pictures of the XJ90 have ever been released, but it's said to have been reminiscent of the original XJ.

But the XJ40 still needed replacing – and fast. The easiest and simplest way to achieve that was to simply give the car a comprehensive facelift. The task of reshaping the car – internally known as the X300 – was given to Jaguar designer Keith Helfet. "I immediately knew what I wanted to do – go back to the traditional round lamps for all the models and the fluted bonnet," he wrote in our April 2014 issue. "In other words, a modern take on the Series 3."

So the XJ40's flat bonnet was replaced with a curvaceous design that highlighted the four separate round headlamps; rear wings were reshaped to accommodate the new wrap-around rear light clusters; and the separate black rubber bumper of the XJ40 was replaced with a fully integrated body-coloured bumper. The lack of budget meant the central section of the car – including the doors and side windows – were left untouched, but the transition was still a successful one. The car kept all of the XJ40's excellent proportions, but now had



the look and feel of an earlier Jaguar saloon. The interior wasn't so lucky, though, since it was left almost untouched.

Power came from the new AJ16 engine with either 3.2 or 4.0 litres, plus the 6.0 V12. The biggest change was to the XJR version. As JaguarSport had been disbanded in the early Nineties, the X300 version was designed in-house. The V12 was dismissed as a power source because of build costs and emissions, so Jaguar's engineers turned to the 4.0. They wanted to give it more power and remembered how well the turbocharged version in the cancelled XJ41 concept had worked, but, since the twin turbochargers wouldn't fit under the X300's bonnet, they turned to another solution – the newly released Eaton supercharger. Power was increased from 245bhp to 325bhp, while the car had a top speed of 153mph. With 6,547 sold, it is the reason why supercharging remains an important part of Jaguar's DNA.

Whether it was down to the car's handsome looks or improved quality as a result of Ford investing £8.5 million into the

assembly line at the Browns Lane factory, the X300 was a comparative success: on sale for three years (the shortest time of any XJ), 92,038 examples were built.

Driving this 3.2 Sport it's easy to see why it was so popular. Although it is 20 years old, it gives the impression of being more youthful than the XJ40 built two years previously. Its dash is almost identical, yet it has an aura of better construction – the panel gaps are more uniform, the materials stronger. It's comfortable, too, the seats being a little wider and a little softer than its predecessor's, and there's also more headroom.

Since much of the X300's platform and suspension set-up is the same, it offers a similar drive to the XJ40: the ride is comfortable and cossetting, and although it's not really a sports saloon, its performance is keen.

The X300 was born out of necessity, but its mix of traditional design and improved build quality set the tone for all following generations of XJ.

Thanks to: Owner Craig Cheetham



X300	XJ6 3.2	XJ6 4.0	XJR	XJ12
Engine	3,239cc straight six	3,980cc straight six	3,980cc straight six SC	5,993cc V12
Power	216bhp	245bhp	325bhp	315bhp
Torque	232lb ft	392lb ft	378lb ft	353lb ft
Top speed	140mph	143mph	153mph	155mph
0-60mph	7.9secs	7.0secs	5.9secs	6.8secs
Total production figures for the X300 – 92,038				





X308 1997-2002 New engine, same design

For all its success, the six-cylinder X300 was always going to be a stopgap model because, behind the scenes, Jaguar was working on a new V8 engine. After first finding its way into the XK8 in 1996, there was little surprise when an XJ version came the following year. It was, however, more than just an engine transplant, since the car – codenamed X308 – was given a minor facelift. Externally, the car changed little, although the indicator lenses became oval instead of round and the fog lamps and lower valance air intake also changed shape. The front and rear bumpers were redesigned, as were the grille surround and badging. The largest visual changes, though, were to the interior. The XJ40-sourced dial pack was replaced with three large, separate gauges set into recesses in the curved dashboard. The door trims and the design of the centre console were also modernised.

Beneath the skin, the front frame was stiffened and the B-post reinforced. The central bearing of the divided propeller shaft was repositioned and XK8 front suspension geometry, with its revised kingpin angle, was adopted to sharpen the car's handling.

The X308 had three versions of the V8 available to it: the entry 3.2 with 240bhp, the 290bhp 4.0, and a supercharged version of 4.0 for the XJR, which produced 370bhp.

X308	XJ8 3.2	XJ8 4.0	XJR
Engine	3,248cc V8	3,996cc V8	3,996cc V8 SC
Power	240bhp	290bhp	370bhp
Torque	233lb ft	290lb ft	387lb ft
Top speed	140mph	150mph	155mph
0-60mph	8.1secs	6.9secs	5.3secs
Total production figures for the X308 – 126,260			

However, the car was only available with an automatic gearbox – it was the first time a Jaguar saloon did not have the option of a stick shift. Or a V12.

This new, high-revving engine, the car's good looks and increased quality lead to the XJ8 becoming a huge success for Jaguar. Although the 126,260 X308s sold were less than the 208,000 XJ40s, since the X308 was in the showrooms for four years less its annual sales figure (25,000) was higher than its ancestor's. With its replacement, the X350, failing to match its sales, and the current XJ being even more of a high-end, niche model, the X308 is the final high-volume XJ.

This red 3.2 XJ8 shows why. A handsome car, it arguably has better proportions than the top-heavy X350 that followed and is more subdued aesthetically than the X351. Inside, the veneer-heavy dash is old-fashioned compared to the current model, yet the three portholes for the dials are simple and the curve of the dash top



elegant. The central console is confusing, though, due to the multitude of buttons, but it's all well built and even though this car is over 15 years old, all the switchgear retains a pleasingly firm action.

With 240bhp, the 3.2 is no ball of fire compared to the supercharged XJR version, and pressing on the accelerator pedal results in, well, not much. You have to really stomp on it for the car to wake up, the five-speed 'box kicking down as it does. But with the engine screaming, it's not a pleasant experience. Neither is taking corners too fast; at 1,710kg, the steel-bodied saloon feels too cumbersome, the steering numb. What the XJ8 3.2 is ideal for is gently wafting along, its supple suspension embracing its occupants.

The X308 is not the sharpest model in the XJ's history and even the XJR still feels too much like a luxury car to be a proper sports saloon. However, it was well built, handsome and generally reliable and, as backed up by the sales figures, that was what mattered.

Thanks to: Hamiltons Jaguar
(www.hamiltonsjaguar.com)



X350 2003-2009

Lightweight star

It is a shame that by selling just 83,556 examples, the lowest number of any generation of XJ, the X350's contribution to the XJ does not shine out further, despite the car having the accolade of being the first Jaguar of the modern age to be built from aluminium. The reason for this debut was simple – to save weight.

"By the mid-to-late Nineties, we realised that cars were getting heavier and heavier," Mark White, Jaguar's chief technical specialist for lightweight vehicle structures, told us in the September 2013 issue of *Jaguar World*. "They were fat, dumb and happy, but the problem was affecting not just Jaguar but the whole car industry. Cars were gaining 10kg a year, which meant a 70kg gain with each replacement model." So White investigated using aluminium instead of steel, building 30 S-TYPEs from the material, and discovered there was the scope for saving 40 percent of the body-in-white's (the unpainted shell) weight.

The car chosen to be the first built from aluminium was the forthcoming XJ, codenamed the X350. How to bond the panels together was a steep learning curve, but the finished car did, indeed, weigh 40 percent less than the X308.

Sadly, the car's significance to the company's future is often overshadowed by the car's design, a larger version of the traditional XJ looks. "The styling, which dates back to 1968, does not, in my view, lend itself well to this beefing up, and sat much better with its immediate predecessor, the X308,"



said our own Paul Skilleter in 2002. Although the 2007 Ian Callum-designed facelift – the X358 – helped to improve the car's looks (with its larger bumpers, revised front grille and side air vent), it never had the grace of the earlier models.

Its importance goes beyond its construction, too. As the first XJ to have the option of a 35mpg diesel engine, the 2.7-litre V6 from 2005, for the first time ordinary folk could run an XJ, rather than just chairmen of the board. Other engines included the 3.0 V6 (the return of the XJ6 badge for the first time since 1997), 3.5- and 4.2-litre versions of the V8, plus a supercharged version of the latter in the XJR and Super V8 models.

The car we have here is an XJ6. Be as it may the X350's entry model, with 12,708 built it was the second most popular model after the 4.2 V8. Although, in my view, the car looks slightly awkward compared to the earlier models, it's not difficult to understand why it was so popular: the interior is the last word in comfort and it is clearly related to the XJ6 Series 1 alongside it. The leather-clad seats are wide and soft, and veneer is clad to every surface. There is oceans of room, too, and you can stretch out like in no other generation.

The Ford-sourced V6 spins easily and with the car weighing so little it accelerates keenly, reaching 60mph in less than eight seconds. One of the things that always amazes me about these cars is their handling. There's no denying the X350 is a big car, yet because of that aluminium construction, it feels light and



nimble. With quick and precise steering, it can be hustled along a country B-road with a good deal more enthusiasm than you'd expect from a luxury saloon. Underlying all that, its ride quality is not compromised – it is just as comforting as any of the earlier models.

It is not the prettiest generation of XJ, but with a full range of engines, from economic to powerful, coupled to excellent handling, the X350 remains one of the best all-rounders.

Thanks to: Owner Peter Ashby



X350	XJ6 3.0	XJ8 3.5	XJ8 4.2	XJR	XJ2.7
Engine	2,993cc V6	2,995cc V6 SC	4,196cc V8	4,196cc V8 SC	2,722cc V6
Power	240bhp	290bhp	295bhp	400bhp	204bhp
Torque	221lb ft	247lb ft	303lb ft	408lb ft	312lb ft
Top speed	145mph	150mph	155mph	155mph	144mph
0-60mph	7.8secs	7.3secs	6.6secs	5.0secs	8.2secs
Total production figures for the X350 – 83,556					

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X351 2009- Icon reborn

The current generation of XJ – codenamed the X351 – is easily the biggest, forward design leap in the model's history. The X351's square-edged, coupe-like styling is a long way from the soft, gentle curves of the Series 1 and, judging by the number of letters we receive at *Jaguar World*, even six years after its launch many of you still haven't come to terms with the change. But, in financial terms alone, with the X350 selling relatively poorly, the decision to give the model a rebirth was the right one. Plus, with the exception of the Land Rover, no model has remained the same during its lifetime; just compare the original Volkswagen Golf with the current model.

But let's forget its heritage for a moment. If the current XJ were a brand new model, it would still be a very handsome car, typical of an Ian Callum design. "What we try to do in terms of design hasn't changed. We don't reinvent it every time we design a car," Jaguar's design director told us in the August 2009 issue of *JWM*. "It's still basically the same design philosophy that Sir William Lyons created all those years ago, and it's quite simple. It's about creating cars that are beautiful to look at and easy to look at; easy on the eye and cars you can enjoy."

The high boot line, tall waist and large grille give the car plenty of presence and, with the exception of the XF, is unlike any other car. When you see one on the road it really stands out, especially so this Italian Racing Red XJR, with its huge 20in Farallon alloy wheels. The car's 2016MY refresh, that consists of a more upright grille, full LED headlights, unique





tight bends, as I would an XK or even an F-TYPE. The car's aluminium construction is its bedrock; weighing just 2,350kg, this huge car feels more agile than the X308, for example.

It's appropriate that the millionth XJ – a Polaris White 3.0 V6 Supercharged, all-wheel-drive, long-wheelbase model bound for the Chinese market – was an X351. It might not be to everyone's tastes, but the car has clearly redefined what the XJ stands for and has set new standards for its design.

There will, no doubt, be a ninth generation of the XJ, but compared to the previous eight gathered here, it will have large shoes to fill.

double J-Blade, and daytime running lights will further sharpen the car's image.

Compared to all of its predecessors, the interior has seen a bigger change than even the exterior. Gone are the acres of wood and flat veneer surfaces, replaced by a large, digital dash and central console dominated by an 8in touch screen, and chrome ventilation controls below that. All the buttons and controls have a beautifully damped action – you know these have been designed specially for the car rather than having been bought off the shelf like they used to be. There is something special, too, about the torpedo-shaped air vents, which add some curves to the design. The seating position is low, as in a sports car, while the leather-clad steering wheel has a surprisingly small diameter, a sea change from the large, wooden wheels of old.

With its 5.0-litre supercharged V8 producing a staggering 543bhp (550PS), its performance cannot be compared to any of the other models. Reaching 60mph in just 4.4 seconds, it is monstrously fast; squeeze the throttle pedal even a fraction and the power is delivered instantly, accelerating with a force that could knock down houses. Yet the biggest change from the older models, the V12 especially, is one you can hear. As the car gathers speed, a tremendous roar fills the cabin to add to the excitement of navigating this 174mph rocket.

Its ride has lost some of the suppleness of the original models, but it's still comfortable. The car has become more of a driver's car than those from the days of Bob Knight or Sir John Egan. Grip levels have improved and body roll is now none existent; I really can put all that power to good use weaving through

Special thanks to: David Stewart from Hamiltons Jaguar (www.hamiltonsjaguar.com/01733 551000)

Nene Jag Specialists (www.nenejags.co.uk/01733 349042)

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X351	3.0d	3.0	5.0	XJR
Engine	2,993cc V6	2,995cc V6 SC	5,000cc V8 SC	5,000cc V8 SC
Power	271bhp	335bhp	503bhp	543bhp
Torque	442lb ft	331lb ft	460lb ft	501lb ft
Top speed	155mph	155mph	155mph	174mph
0-62mph	6.4secs	5.9secs	4.9secs	4.6secs



RHAPSODY IN BLUE

PAUL SKILLETER RECALLS THE LAUNCH OF THE XJ6 IN 1968

Many details have been lost in the mists of time, but, for sheer impact, the launch of the original XJ6 has to be the most memorable new-model debut I have ever experienced. As a staff photographer on *Motor* magazine, I had been delegated to carry out the launch photography to accompany the new-car description due to appear in the issue week-ending October 5, 1968. I think I was given the job (by chief photographer Maurice Rowe) because of my known enthusiasm for Jaguar – I had recently bought a somewhat tatty aluminium-bodied XK 120 roadster to smoke around in, when not driving my company Mini 1000.

The venue for the photography was park land near the Browns Lane factory, quite possibly Packington Hall, a few miles down



Paul Skilleter collection

Above left: *Motor* magazine's preview of the new XJ, with photography by Paul Skilleter

Above: Harold Hastings, *Motor*'s Midlands editor, wrote the preview and this letter to him (from Jaguar PR man Bob Berry) came from his archive



the A45 by-pass from Allesley, a place often chosen by Jaguar for such purposes. It's interesting that Jaguar's current director of design, Ian Callum, likes to introduce a new model to the press by having it drive into view. By chance, this was how I first saw the new XJ6. We had arrived before the car and had to wait a few minutes before it glided – almost silently – towards us. It added to the drama of the occasion.

Left: The first full test of the new XJ6 appeared in *Motor*, October 5, 1969

The pale blue MWK 22G photographed in Highgate in 1969 by Paul Skilleter. Chassis no. 1L1006 DN (originally BW) was completed on July 12, 1968 by Jaguar's experimental and pre-production shops and was designated a press demonstrator in late 1969. Sold to Andrew Whyte in 1972, it was acquired in 1985 by ex-PR man Jon Simpson, who is believed to own it still



Photo: Paul Skilleter

First impressions? Long, elegant and much better proportioned than the Mark X/420G it was replacing. But, most striking, was its superb relationship to the road; due to its low build and wide (by the standards of the day) tyres, it had an almost racing-car stance. In the course of the photography, I had the chance to ride in the XJ (I don't think I drove it right then) and it was instantly obvious that here was a car that was going to set new standards in ride and refinement.

The following year, *Motor* received a 4.2 manual/overdrive saloon for its first road test (and the first full one ever published) of the new model. I think (but am not entirely sure) that I did the photography for this, too, though it might have been Maurice. But, I certainly had charge of MWK 22G at the time and drove it quite extensively, revelling in the discreet performance, superb handling and amazing silence. It was so far ahead of anything else out there, with the possible exception of the Silver Shadow, but that was slower and, at that state of its development, hopelessly roly-poly in terms of handling. In other words, the XJ6 did everything the Shadow could do, but better and at nearly half the price.

As Harold Hastings put it in his launch write-up, in those days a brand-new Jaguar was, "A social event as well as a matter of great interest to keen motorists the world over." The original XJ6 was epochal and simply one of the greatest cars of its time. **PDS**

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Group effort

American driver Bob Tullius enjoyed plenty of success in the Seventies racing an E-type and then an XJ-S. His Group 44 Inc team was the first to take Jaguar back to Le Mans in 1984. We talk to the man about his time behind the wheel

WORDS JOHN CLANCY ARCHIVE IMAGES GLEN SULLIVAN, BOB TULLIUS AND PAUL BRAND

WHEN TULLIUS began racing sports cars in the early Sixties, he carved himself a living through his raw talent as a racing driver by winning races. Back then, the relationship between a manufacturer and team was not as it is today and he would drive various manufacturers' cars for sponsorship.

In 1965, along with his partners at the time, Dick Gilmartin and Brian Fuerstenau, he founded the racing team Group 44 Inc. It provided a slick professional look, generated huge publicity and complemented its sponsors' marketing efforts. While Triumph sports cars were their mainstay for many years, after the British Leyland mergers of 1968, Jaguar cars gradually crept onto the scene. In 1975, the team took on their first Jaguar racing programme – racing the E-type in the SCCA (Sports Car Club of America) B Production category. (It was this car that editor Walton recently had the honour of driving – see page 54.)

During the energy crisis of the early Seventies, sales of cars with big engines declined significantly, particularly in America. Unsurprisingly, Jaguar sales in the US were not good and, by 1975, a new marketing campaign was desperately needed to raise the profile of the company and boost sales. Racing success had always been important and Jaguar's vice president of sales and marketing, Mike Dale, understood the value of a successful racing campaign more than most: a National Champion himself, he had driven an Austin-Healey Frogeye Sprite to the H Production title in 1973. So it was a natural move for him to ask Bob Tullius to take up the challenge on Jaguar's behalf.

There had been a long association between Group 44 Inc and the British



Leyland companies, most notably with Triumph. The first complete season with a Jaguar worked out perfectly, with Bob Tullius being crowned SCCA B Production National Champion at Road Atlanta in November of 1975. It produced just the good publicity that Jaguar needed. Indeed, Bob says, "I remember Mike telling me in the mid-Eighties that 90 percent of all mentions of Jaguar on television, radio, newspapers and magazines were about the Group 44 Inc racing activities."

When the team started racing Jaguars, it didn't look as if it was going to be a long-term arrangement. It seemed more of a stopgap solution to get the marque back into the American market. After success with the E-type in 1975, and an XJ-S winning the SCCA Trans-Am National Championship in 1977 and 1978, in 1979 they were back to Triumphs exclusively.

The mainstay was TR8s, which Bob always says was the best race car he ever drove.

WAS IT BETTER THAN THE XJR GTP CARS, WHICH THE TEAM BUILT 12 EXAMPLES OF OVER THE YEARS?

BT: Well, I don't know how to explain it – they were prototypes and a different thing altogether. They were difficult to drive and much more dangerous to drive than an XJ-S for example. The XJ-S had a big roll cage in it and was a strongly built car. The GTP cars were built to be as fast and as light as possible. There's a fine line between light and safe and you had to be very careful not to cross it. But anything that's 225mph is difficult.

YOU RACED AN XJ-S THAT MADE ITS FIRST APPEARANCE LATE IN 1976; HOW DID THAT COME ABOUT?

BT: Following the championship with the E-type in 1975, Jaguar wanted to continue the performance programme. They wanted to tell the story that Jaguar was not only a strong street car, but also a strong race car. ►



The moment Tullius won the 1975 SCCA run-offs



But it was a much stronger race car than it was a street car though! There were a lot of modifications.

YOU SWITCHED TO THE TRANS-AM RACING CLASS WITH THE XJ-S AND, IF I REMEMBER CORRECTLY, AT SOME POINT YOU HAD TWO CARS ON THE GRIDS.

BT: Towards the end of the 1978 season we did. We built a new car for 1978 and we took the 1977 car and built it up into 1978 specifications because we were leading in the manufacturers' championship, which was a very important thing to Jaguar. I'd already won the drivers' championship. We built the second car up so that Brian could drive it and – theoretically anyway – keep the Corvettes, the Camaros and all the General Motors cars behind us. For the last race, we went to Mexico City and there was a pretty good field. If we won the race we were going to claim the manufacturers' championship, but I didn't qualify very well so I was around third for the start.

On the Saturday afternoon, I looked up and there was Michael Dale with Graham Whitehead, Jaguar's then North American

president. They had decided they really needed to watch this race and had hopped on an airplane and flew from New York to Mexico City. Talk about putting the pressure on somebody! The two big bosses were there and we were going to have to win this race for Jaguar to take the first manufacturers' championship the company would ever have won.

I had some tough competition... well, at least they thought they were tough. I passed both the pole-sitter and the guy who was second in the first turn on the first lap, and I never saw them again. Brian finished fifth or sixth after he had a little run-in with a guard rail, but we won the race and the manufacturers' championship. That was a particularly good day.

WAS IT THE SUCCESS WITH THE XJ-S THAT LED TO THE XJR-5 GTP RACE PROGRAMME?

BT: Well, the XJ-S finished in 1978 and then we went back to Triumphs, racing the TR8 exclusively in 1979 and 1980. We were out of the Jaguar business right after the race in Mexico.

In 1981, when Triumph was finished over here, I was to all practical purposes out of business. In fact, I laid off all my staff except my secretary and the team's crew chief, Lawton 'Lanky' Foushee. I didn't have a job; Triumph was all done and we had no agreement to race Jaguars at all. Jaguar was selling something in the neighbourhood of less than 4,000 cars a year in this country at the time. The company was close to being out of business as it was losing millions of dollars a week. Mike Dale had decided that he wanted to go racing and Graham Whitehead was not a strong leader – as far as we were concerned, Michael was running the company and had been for a number of years. The company in the UK was not being managed very well during those British Leyland days and it was just a mess.

Michael needed something to keep the dealer organisation together in this country, along with other things. The company could not be sustained on the basis of 4,000 car sales per year. So he went to the UK with a programme and when he came back he telephoned me just as I was about to sail to the British Virgin Islands and he told me that I had to be in Coventry on a particular day, which happened to be the day after I got back from the sailing trip. I told him that I couldn't possibly make it, to which he replied, "Yes, you will!" I had to take the Concorde to make it in time. We spent a week in meetings with chief engineer Jim Randle and John Davenport, who was in charge of competitions for the whole of British Leyland. Davenport clearly didn't want us to be doing what we were doing.



When we concluded our negotiations the meeting was made up of Mike Dale, Graham Whitehead, John Egan, Jim Randle and myself. We decided that we were going to do the GTP car but, until we had designed and built it, we were going to race an XJ-S to keep us in business for 1981. There were a couple of statements that John Egan made to me as we were shaking hands on the deal – he said two things: firstly, “Take us back to Le Mans.” Which we did. And secondly, “We will want to do this ourselves one day.” So I knew from that moment that this programme was going to be short-lived for me, because I knew that sooner or later they’d find somebody in the UK to do their Jaguar racing activities, which, of course, they did.

But the outcome, that is I knew from the very beginning that it was going to be just like it turned out and there was no question in my mind about it. The American company was enormously satisfied with our activity and we gave them more publicity and more positive reactions from the public than anything that came after.

WAS THERE ANYTHING IN COMMON BETWEEN THE GTP CARS AND JAGUAR ROAD CARS?

BT: They used the V12. But I told them in a meeting early on that we would not have any real successes with the car until we had a turbocharged engine. Randle and Davenport showed me an XJ6 straight-six engine on the dyno with a turbocharger on it and Randle told me we’d have a turbocharged engine by 1983. They wanted

to keep track of what we were doing so they had me come over to the UK once a month for the first couple of years. For the first year I concluded all the meetings by saying to Randle that I wanted the minutes of the meeting to record, “We will not be as successful as Jaguar would like until we have a turbocharged engine.” But we never ever heard of the turbocharged engine after that time they showed it to me.

After that first meeting I flew the Concorde back because I was feeling my

oats and thought it wasn’t as expensive as it ultimately turned out to be, but I came back and I hired designer Lee Dykstra right away because I wanted to get going. About a week after I hired him, Michael Dale called me and told me they had got Patrick Head from Williams and were going to have him design the car. I said, “Sorry, already got somebody to do it.” They were not happy in the UK and it went downhill from there. We never had a good relationship with them and it was all because of John Davenport. John Egan didn’t know what was going on until we told him in a meeting in Chicago at six o’clock in the morning one day. I’d flown all night with Mike Dale in my King Air; picked Mike up in New Jersey and flew him to Chicago. The outcome of the meeting was that John Egan said to me, “You are not responsible to anyone in my company. You are autonomous and work with Michael Dale and don’t have to deal with anyone else.”

BUT APART FROM THAT, DID YOU ENJOY RACING THE JAGUAR?

BT: I enjoyed making a living. And I enjoyed the competition. I wouldn’t have cared if it had been a Tucker, I would have been happy racing it. (Tucker was a short-lived American car conceived by Preston Tucker in 1948, but only 51 were ever built before the Chicago company folded – Ed.)

Racing was my life and that was what I was born to do. I have no idea how many races I won, but my guess would be something in the neighbourhood of 200 races. We had the XJ-S, the TR8, TR7, TR6, TR250, TR4, TR3... We even had ten or 12 victories with the Jaguar GTP cars. The name of the game was ‘win’ and that’s all it was about. 🏁

Thanks to: Bob Tullius for helping us compile this feature



The last competitive race for Bob in the XJR-7 was in 1986 at Daytona, which he won. But let’s not forget it was Group 44 Inc with Bob Tullius at the helm that returned Jaguar to Le Mans. And the records show that a Jaguar briefly lead the race when Bob Tullius took the lead while all the cars in front of him headed into the pits for their first scheduled stop. What a grand sight to see a Jaguar leading Le Mans again after all those years.



Closed for **business**

We try the formidable Group 44 E-type V12 on a closed section of the Coventry ring road during this year's MotoFest

WORDS **PAUL WALTON**
PHOTOGRAPHY **RICH NEWTON,**
PAUL WALTON AND AS CREDITED



WITH NO screen to speak of and open to the elements, my eyes are starting to sting. I am in the line of fire of the grit being thrown up by the massive tyres of a Broadspeed XJ12 in front of me. I should really back off and leave a larger gap, but the thrill of chasing this former racing car is too great.

Besides, to do anything else would be to do the car

I'm driving – the Group 44 E-type Series 3 V12 – a disservice. With Bob Tullius at the wheel, it won the 1975 Sports Car Club of America Championship, the first major victory for any Jaguar since the mid-Sixties. So I valiantly wipe the tears from my eyes, keep my foot firmly planted and hope for the best. I'm not on a racetrack, but a closed-off loop of Coventry's ring road.

Welcome to MotoFest.





Now in its second year, the Coventry MotoFest showcases the city's motoring heritage. For one weekend each year, the town is turned over to the automobile, with static displays of both new and old cars throughout its centre. Central to the event's activities is a closed 1.5-mile circuit around the city's ring road for demonstrations of competition machines, including stock, drift and classic cars. Think Goodwood Festival of Speed but with road signs, Catseyes and barriers that aren't made of straw.

"You wouldn't try to do this in any other city," admitted festival director James Noble. "It's a way of giving something back to Coventry."

Although Jaguar's cars are now manufactured elsewhere in the Midlands (as well as China and Brazil), the city remains its home because its international headquarters are located down the road at Whitley. Consequently, the company has brought along an impressive selection of cars from the Jaguar Heritage Trust. These aren't ordinary road cars either, but an example from each of the company's V12 racing cars, including the 1988 Le Mans-winning XJR-9 (driven by race winner Andy Wallace), the TWR Group A XJ-S from 1984, the Broadspeed XJ12 touring car from 1976, the 1974 Group 44 E-type, and the unique XJ13 prototype from 1966. Also taking part is the Heritage Trust-owned penultimate D-type (XKD 606), an SS 100, Trevor Groom's XK 140 (TAC 743) and the E-type S1 coupe of Michael Quinn, Sir William Lyons' grandson and a great supporter of the brand. Not only is this a delectable collection of cars, it's thought that this is the first time the company's V12 racing cars have been seen in public and in action at the same time – usually they appear in different categories at events such as the Goodwood Festival of Speed.



I have been asked to drive the Group 44 E-type around the course. It's a huge honour, but also slightly terrifying and not just because of the car's formidable power. Chassis number UE1S/24250 was Tullius' actual SCCA Championship-winning E-type from 1975. As a genuine piece of automotive history, it's like handing one of the four original Magna Cartas to my son for a show-and-tell at school.

The car started life as an off-the-shelf production model, which the Group 44 Inc team modified within the SCCA rules. A sub-frame and roll cage were built into the car – important additions since the long body could twist. The rules stipulated that a dry sump could not be fitted, so Tullius' business partner, Brian Fuerstenau, devised a system to prevent oil surge and starvation under heavy braking, accelerating and cornering. The engine's cylinder heads were then polished, before heavy-duty springs and new cams were fitted. To save weight and ensure uniformity, Fuerstenau lightened and balanced the connecting rods. He also installed special pistons and rings that brought the compression ratio up from 9:1 to 11:1.

Picture: Chris Walters

Left: The purpose built, quick release, aluminium dashboard with its row of white-on-black dials is simple but effective. Note the intrusive roll cage to the left

Inset: The deep bucket seat is fitted low in the car

The manifolds and exhaust pipes were fabricated from scratch by installing a dummy engine in the E-type's chassis and welding up the headers piece by piece to fit them around the tubular front frame.

Apart from uprated bushes to reduce flex and increase reliability, the team's crew chief, Lanky Foushee, left the front suspension as standard, including the front brake discs. The front torsion bars were replaced by a heavier set with a 30 percent higher spring rate, and double adjustable aluminium shock absorbers were installed. At the rear, Foushee shortened the stock springs to lower the ride height and increase the spring rate. He also fitted a set of adjustable shock absorbers and ventilated rear brake discs.

With its deep chin spoiler, a lack of headlights (the empty spaces being given over to extra engine cooling) and wider wheel arches to cover the 15in Minilite alloys, in the twilight of the ring road's Friargate Tunnel, where the Jaguars are housed, it's a purposeful-looking machine. A handsome one, too. The standard screen was replaced with one that's just 3in high and made from green Perspex, designed to smooth the airflow across the top of the cockpit. This makes the car look simpler – what the Italians would call a barchetta (or little boat) – while the clean white paint and green stripes of Group 44's long-standing sponsor, Quaker State (an American oil company), accentuate the car's curves perfectly.

I open the door and climb over the roll cage before sliding into the deep bucket seat. The metal bar to the left of me in this left-hand-drive car is intrusive and it's not easy to get comfortable. The only way I can fit inside is to sit low in the seat with my

shoulder under the roll cage. It's not ideal and feels like I'm wearing the car. The dash is also different from the production model. The row of dials is housed in one piece of aluminium, removable for easy access, and is dominated by a Jones-Motorola rev counter. It's stark, but easy to read.

One of the Jaguar Heritage Trust's volunteers hands me a set of earplugs, signalling it's time to go. I'm glad I have them; the huge V12 bursts into life the moment I touch the big, red starter button and even with my ears filled with squishy foam it's a loud and ferocious noise. With the XJR-9, XJ-S and XJ12 already starting to move ahead of me, I engage first, let the clutch out and roll forward to the start line.

On the other side of the tunnel, Andy guns the Le Mans-winning 9 and we all do the same. I barely touch the accelerator and the E-type picks up speed instantly, its acceleration crisp, the engine responsive. It revs hard until I need to grab the shorter-than-standard gear lever (the only modification Fuerstenau made to the already-strong four-speed transmission) and change up. Expecting a hard-core racing car, it is instead surprisingly easy to drive – the clutch pedal is light while the gearbox's shifts are short and sharp.

The closed-off loop starts just before the slip road on Junction 6, exits at Junction 4, and heads around the roundabout before rejoining the dual carriageway in the other direction to finish back at Junction 6. It's more than long enough to test the cars thoroughly, especially since the organisers have installed large plastic barriers to create chicanes that will make the action even more exciting for the estimated 100,000 spectators over the weekend.



CLASSIC DRIVE

GROUP 44 E-TYPE

With the first of these temporary chicanes approaching, I lean hard on the brakes, the car stopping smoothly and progressively as I do. At the same time, I blip the throttle and click down from third into the second, the gear lever finding its way with precision. With more of the car's estimated 460bhp unleashed, I bury the throttle even before I'm back onto the straight, the car feeling nothing but stable. Despite its size, the E-type is easy to thread through; the power-assisted steering (which is mainly standard, although Foushee did add a larger-diameter pulley on the pump to keep up with the car's performance) is light, and the big tyres grip the surface like they're wrapped in flypaper. Stripped of all its interior trim and insulation, the car feels light and nimble and encourages me to throw it around like a go-kart rather than a full-blooded racing car. With this drivability, it's clear why Tullius enjoyed so much success with the car.

At Watkins Glen in August 1974, for its first race, Tullius qualified second behind an AC Cobra. He led for most of the race before the gearshift broke. He would not take his first victory in the E-type until the following weekend, and would then follow it with another four. Despite starting late in the season, Tullius did enough to secure the SCCA B-Production Championship for the North Eastern states. In 1975, Tullius' seven race wins made him SCCA Champion.

Following successes with the XJ-S, with works backing, Tullius then turned his attention to IMSA and sports car racing, eventually taking the Group 44 XJR-5, with its Jaguar 6.0-litre V12, to Le Mans in 1984. Although it would be Tom Walkinshaw's TWR team that gave Jaguar its first Le Mans victory for 31 years, it was Tullius and this car that started along the road that lead to that win. An impressive achievement.

As I leave the first chicane, Jaguar Heritage Trust technician, Richard Mason – who's driving the Broadspeed XJ12 – accelerates away from me and so



Above: Paul's fantastic view over the E-type's long bonnet as he chases the Broadspeed XJ Coupe on the closed section of Coventry's ringroad

I give chase. The E-type responds instantly and I soon close the gap between us and the big blue-and-white coupe. Because there's no speedo in this car, I can't gauge how fast we're travelling (although I wouldn't have taken my eyes away from the road even if there was), but Richard later told me that we briefly touched 100mph between the chicanes. I hope I didn't pass a speed camera, although I was smiling if I did. Actually, with no windscreen to protect me from the rushing wind, endless stone chips and the thick, oily fumes coming from the Broadspeed's four exhausts, I'm probably grimacing (as I am in all the

THE E-TYPE RESPONDS INSTANTLY AND I SOON CLOSE THE GAP BETWEEN US AND THE BIG BLUE-AND-WHITE COUPE



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pictures). It's about now I start to regret not wearing my full-face helmet. "This is a gentle demonstration run," I was told beforehand; we wouldn't be travelling fast enough to get out of second gear, and a helmet wasn't deemed necessary... In my defense, a ring road isn't the XJR-9's natural habitat, so Andy was setting a fast pace in an effort to keep the big car cool and I was only keeping up. Honest.

After slaloming through a second chicane, we leave the duel carriageway at Junction 4 and thunder down towards the roundabout that will slingshot us back the way we've just come. It's an inspiring sight to see all of these amazing racing cars ahead of me, especially on the normality of a suburban road surrounded by signs, lampposts and other accident magnets. I follow the entourage around the junction – recognising bits of Coventry's city centre as I do – before we head up the slip road and back onto the dual carriageway.

Approaching the final chicane, I'm so close to the Broadspeed XJ12 ahead of me that if Richard were to brake unexpectedly it would make for an awkward and very long insurance claim. As I pass the plastic barrier, I change up to third and accelerate hard towards the finish line at Friargate Tunnel, the E-type's V12 engine creating a terrific noise as I do.

Over the next four laps I explored the car's capabilities further and started to lap faster. Even at my limit, the car always felt stable and controllable. It is an astonishing machine and it has been a true honour to drive it during this, the 40th anniversary of its SCCA championship, and at such a high-octane event as MotoFest.

But how I wished I'd worn that helmet. 🙄

Thanks to: Tony O'Keeffe and the Jaguar Heritage Trust
(www.jaguarheritage.com)

Clockwise from top left:
Blanked off headlight acts as cooling duct; 15in Minilite; back-to-front 44 transfer is how Tullius originally applied it by accident; huge exhausts hamper exit; the car still bears the name of the man who raced it; Series 3 rear lights





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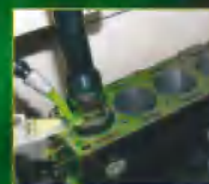
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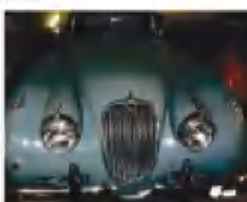


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WORDS & PHOTOGRAPHY **JIM PATTEN**

IN 1968, rally ace Andrew Cowan took an impressive win on the inaugural London-to-Sydney Marathon. His mount was not a full-on traditional make, such as a Mini Cooper or Ford Escort – he was driving a Hillman Hunter, a car with absolutely no competition history at all.

Rallying from the post-war years had taken the world by storm, and by the Sixties, it seemed that every manufacturer wanted a piece of the action. The long-distance marathon events caught the imagination of many, especially with the free advertising potential they offered. The 1968 London-to-Sydney Marathon was conceived and sponsored by the *Daily Express*, but there was not a newspaper or TV channel that didn't send their man to

cover it. Some very unlikely cars were built, some more successful than others. The Austin Maxi punched way above its weight, while Mercedes were quite successful, too, doing well on the Safari Rally in East Africa. Porsche, Volvo and Citroen were regular entrants, taking on the more traditional Ford and BMC front-runners, with perhaps the most bizarre being Rolls-Royce. One glaring omission from this eclectic list is Jaguar.

Jaguar's success in the rally arena is legendary, and was at its most successful with the XK 120, driven by Ian Appleyard more often than not with his wife (and Sir William Lyon's daughter), Pat, as co-driver. The Mk VII belied its size by pulling some good results, including winning the 1956 Monte Carlo Rally outright with Ronnie Adams, Frank Biggar and Derek Johnstone.

The 2.4 and 3.4 saloons continued the success and were followed later by the Mk 2, where Bernard Consten and Jack Renel reigned supreme in the Tour de France from 1960 until 1963.

From the mid-Sixties on, Jaguar ceased to be competitive. But that is not to say that all was quiet at the Brown's Lane factory – far from it, in fact. Development had been on going for some time, with many exciting projects, such as the unfulfilled XJ13. It was an intense period for the production cars, too. As the 2.4 and 3.4 saloons metamorphosed into the Mk 2 in 1959, Lyons was left with a sense of disappointment. He was hoping for something more refined, but tight budgets would not permit pushing the boundaries any further at the time. The E-type and Mk X were, on the face of it, cutting edge – but

TAKE A WALK ON THE WILD SIDE

Built with rallying in mind, this Daimler Sovereign has yet to do battle



even those two models were hamstrung by some archaic parts, like the three-synchro Jaguar-manufactured Moss gearbox and bellows servo. However, they both shared one of the most significant advances in vehicle engineering: an independent rear suspension (IRS) that few manufacturers could match. Coupled with the legendary XK engine, still a market leader after more than a dozen years in production, it was a formidable pairing.

Various ideas on the Mk 2 bodyshell were investigated, although limited by existing tooling to keep costs to an absolute minimum. In different configurations, some form of independent rears had been tried on the Mk 1 saloon. There had even been experiments on the D-type, a system that would have transformed the car in racing, other than for Le Mans. Eventually, the

ideas came together where the central hub of the Mk 2 formed the basis of a new car, the S-type of 1963.

Seats were refined to offer more room, while the roofline was flattened out giving better headroom. Both front and rear were redesigned with twin fuel tanks (one in each side of the rear wings) allowing room for the IRS. The front-end style was penned to match the rear, forming an elegant balance. Power plants of 3.4- and 3.8-litre engines gave good performance, although not a match for the lighter Mk 2. On the whole, though, the S-type offered a far better ride overall and, when pushed, the handling benefits of the IRS proved a great advantage. When the 4.2-litre engine became mainstream in 1964 and was fitted to the E-type and Mk X, work also began on

fitting the unit to the S-type's replacement. The opportunity was taken to redesign the front end, offering clues to the very modern car that would replace them all, the XJ6.

The new model announced in 1966 was simply called the 420. There was also a Daimler version, badge engineered as the Daimler Sovereign. The Daimler badge had been used on a Jaguar before, on the Mk 2-based 2½-litre saloon, but this car had Daimler genes with the sweet V8 engine. The Daimler Sovereign differed little from the 420. Externally, the radiator grille and boot lid number plate light plinth were pure Daimler, featuring the traditional waterfall pattern. Inside, apart from better-quality leather and wood, the two were identical.

Internal code names have a logic known only to Jaguar and the 420 series became

HISTORY

RALLYING SOVEREIGN



Interior looks deceptively standard



Handy gum holder, with a slot for the tanners. Coins are still in place



Fitted luggage for those endurance runs

only to Jaguar and the 420 series became XJ16. Where the E-type and Mk X had triple carburettors, the 420 wore twin 2in SUs. One major improvement was the Marles Varamatic power-assisted steering system, which was designed in Australia, developed in America, and manufactured for Jaguar in the UK.

Jaguar's range was getting a little crowded – with the Mk 2 (soon to be 240 and 340), S-type, 420 and Mk X (evolving into 420G) – until the XJ6 became the sole saloon model in 1968. Mind you, the Daimler Sovereign and 420G soldiered on until 1969. As the classic scene hovered into view, the most wanted Jaguar saloon became the Mk 2, belatedly joined by the so-called Mk 1s. For some inexplicable reason, both S-type and 420 drifted some way behind. When it came to the expensive modernised makeovers, still the Mk 2 was chosen, despite the better platform of the S-type/420.

There is an unsubstantiated story that Jaguar built four cars to enter international rallying, along the lines of the Hillman

Hunter et al. Rather than opting for the usual Jaguar to prepare, work concentrated on Daimler – perhaps to re-invigorate the name, which was never widely known outside Europe anyway. Then, it is said that common sense prevailed and that competition should be based around the Jaguar name. Had it not been for the quality of the execution on the car featured here, doubt would certainly be in my mind. Two cars apparently left the factory and the car now with JD Classics is the sole survivor.

This 1967 Sovereign has an impressive specification. The engine remains on twin carburettors but has 9:1 compression pistons. Running through a manual gearbox, the overdrive has stronger internal components to suit hard use in competition. The steering, too, feels tighter than standard, so it is assumed that this area has also been attended to. Custom-made aluminium Minilite wheels offer strength, along with a useful weight reduction over steel. For long-distance work, a third fuel tank is fitted, along the lines adopted by Coombs earlier in the Sixties. To eradicate any difficulties around misting up inside, both front and rear screens are heated courtesy of period Triplex items. Another correct-chrome control switch is added on the dash. One curious addition is an easy-to-reach container stuck on the passenger quarter light, housing chewing gum and sixpenny coins (pre-decimalisation, remember). A couple more additions have little to do with rallying, but may have been required by the first owner. It has been rustproofed from new using the excellent Zeibart system; stickers and plugs in the body give evidence to that. Then, a fabulous set of fitted luggage nestles in the boot.

We've chosen the former *Which* magazine test track at Gosfield for our location. Today, it is run down and much of the tarmac straight is now potholed, a perfect surface for a potential rally car.



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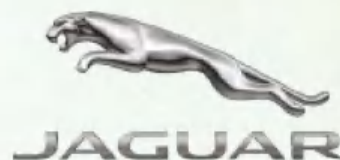
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HISTORY

RALLYING SOVEREIGN

in anger, as everything remains in crisp condition. I search for any evidence that might suggest an after-market intervention, but can see none. With the cases removed from the boot, all modified trim panels are to Jaguar specification and they've been with this car for many years, almost certainly from first build. Panels neatly hide the extra fuel tank as if a production item, while the screens are certainly period. There's an electric choke switch in the dash and clearly marked, too. Other items I'm less sure of include what looks to be a mains electrical socket beneath the dash. The ride height appears higher than standard, although I would need another car alongside to be sure. Time for a run.

As would be expected, the engine starts well with a muted exhaust note through a conventional system. It feels quick with a free-revving engine seeking to exploit any available revs. Gearchange is crisp with the overdrive engaging sweetly and belying its uprated modification. The steering, though, does not feel like a conventional 420; it has more feel and is immensely more connected. There is a degree less roll than standard, but it is more than would be expected had modern dampers been used. All the while, though, this car is straining at the leash, desperately seeking to fulfil the task it was built for.

I'm puzzled as to why there isn't more interest in campaigning an IRS-equipped Jaguar saloon in historic events. We know that the live rear axle as fitted to the Mk 1 and Mk 2 can be a liability, and even when new, I'm aware of an occasion when an axle tube broke as a 2.4 Mk 2 was driven



Engine bay looks superb, 4.2-litre unit built to E-type specification



Minilite wheels take the strain better than wires



Substantial roof rack should take the load

overland from England to India. Similar occurrences happen today in historic events, requiring drastic measures. And yet, the IRS is about as tough as a rear axle can be, dealing well with rough terrain while offering a comfortable ride, too. This car should appeal to the adventure traveller or somebody with long-distance rallying in mind. I can't imagine how much money would be needed to bring another car up to this level of preparation, although, having said that, some recommissioning will still be required for any serious events.

One day in the near future, I would love to see this car on the starting ramp of any one of the many events held worldwide. If an E-type can finish third in the recent Classic Marathon in Greece, against formidable Porsche opposition, then this Sovereign could well make its mark, too. 🏁

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MODEL PROFILE
XJS INSIGNIA



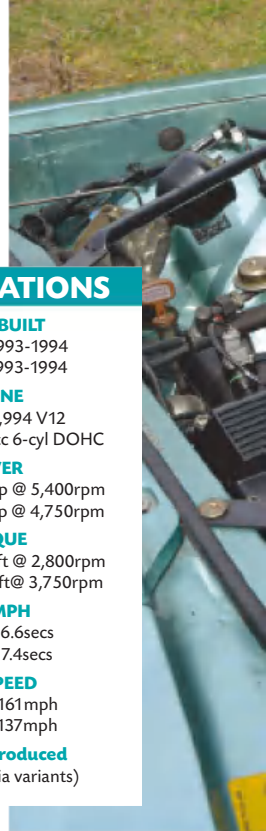
FLYING THE FLAGSHIP

MODEL PROFILE
XJS INSIGNIA

WORDS **CRAIG CHEETHAM**
PHOTOGRAPHY **PAUL WALTON**



What do you get when you have a skilled workforce used to building bespoke cars by hand, with not much to do? In Jaguar's case, one solution was to get them to build some very special cars indeed



SPECIFICATIONS

YEARS BUILT

6.0 V12: 1993-1994

4.0 AJ6: 1993-1994

ENGINE

6.0 V12: 5,994 V12

4.0 AJ6: 3,980cc 6-cyl DOHC

POWER

6.0 V12: 308bhp @ 5,400rpm

4.0 AJ6: 238bhp @ 4,750rpm

TORQUE

6.0 V12: 334lb ft @ 2,800rpm

4.0 AJ6: 282lb ft @ 3,750rpm

0-60MPH

6.0 V12: 6.6secs

4.0 AJ6: 7.4secs

TOP SPEED

6.0 V12: 161mph

4.0 AJ6: 137mph

Number produced

64 (all Insignia variants)

LONG BEFORE Vauxhall ever came up with the Insignia name for its mainstream hatchback, Jaguar was using it for something a little bit more special – and which was certainly capable of keeping up with the ubiquitous repmobiles in the outside lane.

In 1992, after a glorious 24-year innings, production of the Daimler DS420 finally came to an end and passed into motoring history. But rather than make a team of skilled craftspeople redundant – a band of men and women who were used to making extremely high-quality cars by hand – Jaguar found an alternative way of keeping their skills at Browns Lane. It instead offered its customers a bespoke range of XJ40 and XJS models, built to order and finished in an area where attention to detail was, and had always been, the order of the day.

The announcement came at the 1992 British International Motor Show at the NEC. In a bid to drive the brand even further upmarket and appeal to a new breed of wealthy customers who liked to personalise their cars, the people who built the DS420 were to be retrenched into manufacturing bespoke variants of Jaguar's main model range.

Jaguar SVO – Special Vehicle Operations – had three key models to produce. The first was the DS420's spiritual successor, the Majestic (in effect, a lengthened XJ40), the XJ40 Insignia and the car you see here, the XJS Insignia, which is by far the rarest of the breed. In between production, SVO's other roles were to produce company prototypes, press evaluation vehicles, launch cars and special orders for politicians, royalty and dignitaries. Arguably these roles were most important for the company. It was not enough to occupy the workforce full-time, but was certainly sufficient to keep them engaged.

Insignia was to Jaguar what Autobiography would be to Land Rover. In other words, a range of bespoke, tailored options including exterior and interior trim colours unique to the Insignia programme.

In addition, Jaguar would consider customers' own requirements – for example, if a customer really, really wanted a colour that wasn't in the spec sheets, the SVO team would try to match it. Examples include an XJ40 in a rich, deep red called Wild Berry, which went to an enthusiast in New

Zealand, and colours such as Saturn Orange, and Lavender, which were a little more racy for a Jaguar, are believed to have only been produced in single numbers. Indeed, all of the exterior colours were quite distinctive. More subtle options include Mahogany and Mineral Green, while others were Primrose Pearl (a slightly yellowish hue), Peppermint, Amethyst, Crystal Blue, White Pearl and Sandstone (a kind of orangey brown).

Interior options were equally bold, the most conservative (and popular) being



MODEL PROFILE XJS INSIGNIA



nine with the 6.0-litre; 24 with the 4.0-litre. Production continued until the end of 1994, when the XJ40 was retired from the line-up, and while the XJS soldiered on for a further two years (it had to, as the XK8 was still nowhere near ready), the Insignia variant was quietly pensioned off with the last of the big saloons.

Distinguishing features on all XJS Insignias were five-spoke alloys (these would later reappear on the XJ40 Sport) and discreet rectangular Insignia, err, insignia on the lower front wing sections. Most also came with the bigger wraparound bumper option found on the 1994MY facelift XJSs, though the smaller and arguably prettier small bumper was available if required.

Naturally, both coupe and convertible versions of the Insignia were available, and given the small production volume and hand-built and specified nature of the model, it's believed that there are no two the same.

Mechanically, they were identical to standard models, though this was hardly an issue as, regardless of which engine was chosen, the XJS was never really deficient in the performance department.

The vast majority of Insignias, both XJ40 and XJS, were built as demonstrators for Jaguar dealers, who could then use the spec'd-up trim and distinctive colour schemes to sell the Insignia pack to customers, or simply have a Christmas Tree car available for test drives in order

Mushroom; others were Silk White, Saddle Tan, Dark Mushroom, Pale and Dark Stone, Powder Blue and the slightly garish Aqua. A range of veneer choices was also available, including Birds-Eye Maple, which could be stained to match the colour of the interior.

In the Insignia brochure, Jaguar tried to lay out the combinations that made the most aesthetically pleasing packages, but this was the early Nineties, the era of the garish (and often shiny) shell suit, and while very few Jaguar owners fell victim to such a

fashion disaster, there were a few that lost the plot a little when presented with the colour palette.

For the XJS, owners could choose between either the 4.0-litre six-cylinder AJ6 engine or the venerable Jaguar V12, in 6.0-litre form. The latter, of course, made the XJS Insignia the ultimate grand tourer, albeit an extremely rare one today. According to official production records, of the 376 Insignia models built by Jaguar, only 64 were XJSs. Thirty-three were UK cars:



MODEL PROFILE

XJS INSIGNIA



BUYING

It's really quite difficult to apply a sensible price to an XJS Insignia today – a shabby one is a shabby XJS with a few bespoke bits of trim and a unique colour scheme, so should either be looked upon as an anomaly, or a potential money pit of a restoration project. Any additional value the car would have as a finished restoration would be easily offset by the cost of having it retrimmed with fabrics that aren't available anywhere second-hand.

As such, it probably isn't worth a huge amount more, other than in curiosity value. Spend £4,000 and you'd theoretically get something usable but with a limited shelf life, before major recommissioning costs would be involved.

That said, looking around for Insignias for sale has demonstrated one thing – that these cars are exceptionally rare. In the past three years, a couple have been sold on eBay, one (a convertible) for £7,000 in a tidy-looking condition, and another (a white coupe) for £2,750, but in need of some serious structural restoration.

At present, there's only one XJS Insignia that we can find for sale anywhere in the world. It's in the Netherlands, and is a stunning example in Pearlescent Lavender with white leather. That may sound like a pretty horrendous combination, but like so many of the Insignia combos, it actually works really well.

At 34,950 euros (around £23,750 at the current exchange rate), that's a lot of money. But then, it's also a small price to pay for a fine example of what must be one of the rarest grand tourers in the world.



to sell in the joys of higher-spec models to potential customers.

Options were, on the whole, rather expensive. The bespoke range of pearlescent paints, for example, cost £1,600, while interior options were even more lavish – around £2,000 for one of the Insignia leather finishes, £900 for the Birds-Eye Maple veneer and upwards of £2,000 should the customer elect to have the dash top and door cards coated in twin hand-stitched leather.

It's important to note, too, that production figures are global – the Insignia was sold in all of Jaguar's major markets, and of the 64 XJS variants made, more than half were left-hand drive, making it a very rare beast indeed today. In fact, at the time of writing, only one XJS Insignia could be found for sale worldwide, at a classic car dealer in the Netherlands and priced at 34,950 euros.

Getting behind the wheel of an XJS Insignia isn't too different to piloting a standard model – only a true aficionado of the brand will notice the finer details.

But, it's the finer details that make the Insignia what it is – from the stitched hide detailing on the fascia to the thick-pile colour-coded carpets, there's a definite air of exclusivity to the car.

It also epitomises what the XJS had become by the Nineties. As Jaguar's rivals had evolved, and high-performance cars became even more high tech, the XJS was something of an anachronism. It was anathema to the original E-type – if the XJS had been criticised when new for not being as dynamic and thrusting as the car it was intended to replace, which itself had become bigger and softer in its Elvis years, then the later versions of the XJS were as far removed from the E as you could imagine. It's hard to believe that the Jaguar was on sale alongside models such as the Honda NSX, a dynamic tour de force and technological triumph, yet sold at a similar price.

Until Ford's development money finally came through to bring the XK8 to market, Jaguar had to rely on what Jaguar did best. And that was to cosset its customers with cars that, while they may have lacked the latest in high-tech features, offered ride comfort, quality and luxury that no other peer could come even close to matching.

The XJS Insignia was the very proof of that. Here was Jaguar's Aston Martin before the XK8, which really was Jaguar's Aston Martin... And while it never really caught on, for the educated few it was a beautiful, stylish and extremely expensive form of self-expression. 📺

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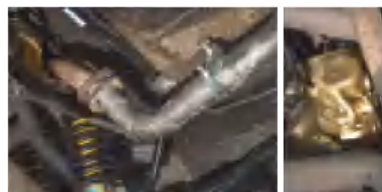
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Bright sparks

Does a full-blown ECU implanted into a standard E-type make any sense? The figures and driving says yes

I'VE SEEN many changes to the approach on older Jaguars over the years since the inception of this magazine. At first, any kind of modification was targeted towards one thing – more power. Better handling was hot on its heels, which is odd, as common sense dictates the reverse. Get the handling sorted first and then introduce the power.

When announced in 1961 the E-type had no peers. Quite simply, it was the car against which all others were judged. No production

car had the incredible combination of massive performance, not just geared for acceleration as some American models were, and possessing the ability to hit a near maximum of 150mph. That it handled well, thanks to its independent rear suspension (IRS), made it even more remarkable. It did all of this while being substantially cheaper than its rivals. It is said that for every Aston Martin purchased, a buyer could walk away with two E-types, plus a family runabout. Three E-types could be had for the cost of a single Ferrari.

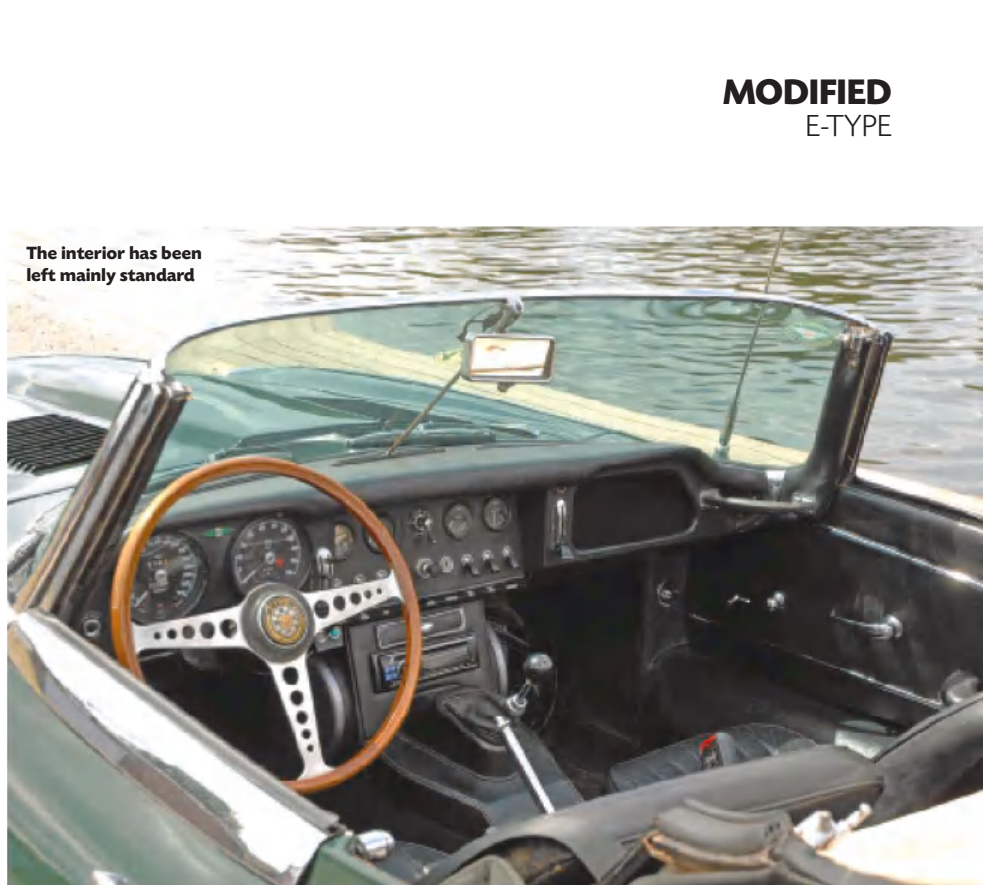
So, with such a fabulous package, did it

have any shortcomings? Well, yes, quite a few actually. They helped to keep the price so low. But, it was 1961, and such was the overall effect of the car that where technology – even for the day – fell behind, few noticed. Initially, at least. As the models became more familiar, more attention was paid to the detail. Surely for such a fast car the brakes could be better? And didn't that Jaguar-manufactured Moss-type gearbox have its roots in a time before the war?

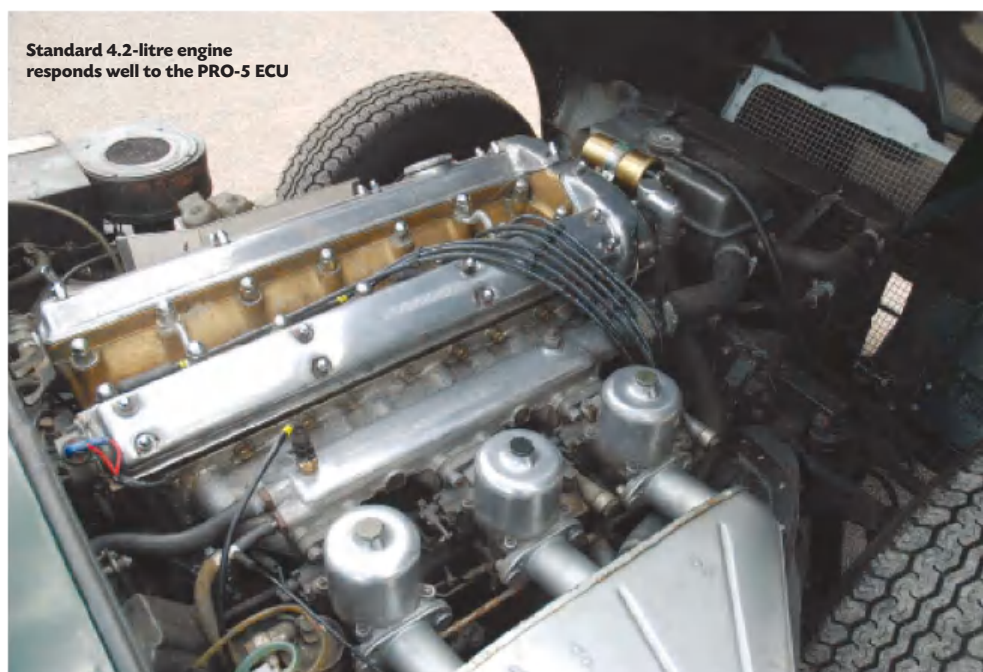
By 1964, it had a new gearbox, still with four ratios, but at least the synchromesh was



WORDS & PHOTOGRAPHY **JIM PATTEN**



The interior has been left mainly standard



Standard 4.2-litre engine responds well to the PRO-5 ECU

sweet enough to give decent changes, and is still impressive today. The brakes remained unchanged, although an in-line servo replaced the Kelsey Hayes bellows type to give a more connected feel. An alternator replaced the dynamo, but it would not be until 1968 that a raft of changes swept through to haul the car into something that everyone would have liked from the beginning.

One item, though, remained virtually unchanged all through the six-cylinder E-type's production: the ignition system. In its basic form, all classic XK-engined Jaguars were sparked by a conventional distributor and its points, condenser and rotor arm, charged by an ignition coil.

Radical changes were afoot with the 1979 Series 3 XJ6 saloon, bristling with

the modern technology of fuel injection and electronic ignition, but too late for the E-type. The ignition system proved to be so good that it became a serious option for a retro fit to other models. Motor manufacture had entered a new age that had no place for yesterday's parts. Gradually, even the most humble of models abandoned their points and condenser in favour of electronic ignition, although the rotor arm remained an integral part as it shuffled sparks to awaiting cylinders. The early points system had been reliable enough, given regular servicing and changing of consumable parts such as spark plugs and points, both of which had to be checked on a regular basis to ensure that the clearances remained set

to the predetermined gaps. In basic form, the points were little more than a switch, opened and closed by a cam on the distributor shaft. As just about every car on the road had used this system for countless years, parts were plentiful and nobody gave a thought to them drying up. Slowly, though, and especially with the massive interest in older cars, stocks diminished. There would always be the occasional find when a hoard was released onto the market to keep the engines running, but, on the whole, supplies were disappearing.

Enter the reproduction market and sufficient numbers to keep everyone happy. Except it didn't. Too many vagaries in quality brought with it doubt over reliability. I once found myself stranded in

MODIFIED E-TYPE



Zurich thanks to a rogue rotor arm, and although there was one in the boot of the S-type I was driving, it, too, was a Lucas repro and that failed as we reached the Channel Tunnel. There are good parts, but finding them can be challenging.

The top specialists are now stocking better components, but for complete peace of mind (especially for long journeys) people are seeking more confident solutions. At first, electronic ignition systems, with a simple implant inside the existing distributor, worked extremely well. A Luminition system, as fitted to my E-type, did sterling service for over 30,000 miles. This was changed during a refresh and the new system (not Luminition) was plagued by failure, until replaced by the

123 distributor and its Bosch distributor cap and rotor arm. But, it seems, the goal posts have been moved again, with an even greater accent on efficiency.

I make no secret of the fact that I enjoy my visits to Webcon, with its boyish enthusiasm backed up by professor-like knowledge. Alan Collins has a background in motor sport, which includes the craziness of racing outfits (motorbike and sidecar). His knowledge of Weber and carburettors in general is extensive. He is complemented by Peter White – in 1976, while studying and looking to exploit new opportunities, Peter came up with an efficient and reliable microprocessor fuel-injection system. Until that point, any system had been mechanical. But, it would be years before electronics were fully embraced.

As the name suggests, the company's trade back then, as it is now, was based around the Weber system, although it was

always operating at the front of technological advances. One project was to develop the Magneti Marelli system for the Aston Martin Virage. The original equipment system was fixed, but, with a need to make a bespoke unit, Webcon successfully sought to find a way to speak to the ECU through a PC, and so began its Alpha ECU series.

With current available technology, the very best combination is for electronically controlled fuel injection with an integrated ignition system. At its very basic level, a computer is used to inject fuel at the optimum point, while also arranging for the spark to occur at the precise time. Although the two disciplines work at their ultimate performance with inter-dependence, it is possible to extract various elements to run as a stand-alone system.

When an E-type-owning customer thought it time to exploit the potential of his car, he contacted Webcon. The car was originally bought 25 years ago for enjoyment, not to show, and was extremely sound and not in a condition where the odd rain shower would cause panic. After talks with Alan and Peter, he decided to start a raft of improvements, working through them on a gradual basis. His car,



Situated where the distributor was, the coil pack feeds all cylinders through wasted spark of three units



ECU is so small that it can fit in the footwell

TOP SPECIALISTS ARE NOW STOCKING BETTER COMPONENTS, BUT FOR COMPLETE PEACE OF MIND PEOPLE ARE SEEKING MORE CONFIDENT SOLUTIONS





new addition, being applied to Jaguar and the Triumph TR5/6 range. Various incarnations of the original system had been used, initially based on the Italian design, but when some of the electrical components became difficult to source, it was effectively replaced by the new PRO-5, entirely developed in-house. Like everything else electronic, dimensions are considerably reduced. Comparing the earlier electronic control units to PRO-5, it is immediately apparent that the parts have shrunk but, incredibly, they are much more efficient. Although the ultimate installation would be with fuel injection, arranging the spark exactly when it was needed in the firing cycle would still contribute massively to the effectiveness of the performance, while also helping with economy. The PRO-5 would, in the first instance, be adopted for use with the triple SU carburettors.

I had made copious notes and fully intended to write reams of pages with a detailed explanation, but the truth is that although I get the sleeve notes, any more and I am lost. Using an algorithmic program the entire needs of any particular engine are dialled in from a blank sheet, with all external variances taken into account. Vacuum and heat sensors supply the data enabling the ECU to make instant changes measured in milli-seconds. It all begins with a trigger disc and sensor mounted on the front of the crank pulley. The ECU translates this information along with everything else it has available, and directs the appropriate action through a three-pack coil, with each coil operating a wasted spark system. That is, the coil supplies two sparks at the same time, one to use on a cylinder during its compression stroke, the other on the exhaust stroke, when a spark makes little or no difference at all. It is, in fact, wasted.

Webcon put the E-type on their rolling road to measure power outputs. The first was as the car arrived in its road-going stage. The second was after the installation of the PRO-5. After several runs there was a power gain of some 15bhp. Improved ignition does

not, in itself, give more power – it accesses the inherent power latent in the system. If a spark occurs at the wrong time, combustion is weakened. As Peter likes to say, light the bonfire at the right moment and you have total effectiveness. Enough of the science; what is it like on the road?

Starting is immediate, but so is any properly set-up unit. We immediately hit traffic and the engine appears to be running cleanly enough. There's no opportunity to stretch its legs, so we just ponderously move through the queues until the cars thin out. It's quick, there's no doubt about that. Responsive, too, no matter what gear is selected. Using the standard four-speed, all-synchromesh gearbox, that favourite overtaking gear, third, is usually impressive anyway. Now though, it somehow seems more so. There's a crackle that I hadn't felt before. Is it illusionary or real? I just don't know. It certainly feels like it, but the way we overtake a string of cars leaves me in no doubt of the available power. But we are not without traffic for very long, which in a way offers the opportunity to sample the car in situations we are all familiar with. At one junction, free of traffic for once, I pull away in top gear. This feat of blind stupidity is accomplished without a hitch. Better than that, there isn't a tremor of a hiccup, and neither is there any hesitation. I'd done this before with V12 power, but never the six. I would have expected some faltering as it picked up speed, but it simply didn't happen. Pull away is clean and smooth, gathering speed until I need to brake again. I am left feeling very impressed, and enjoying the drive.

Of course, I'd like longer at the wheel for a full analysis, but so far, I like what I have seen. For today's world, the ECU makes perfect sense. The Alpha PRO-5 costs £519.95 (plus UK VAT); for anyone with the older PRO-4 system, there is an upgrade pack. ■

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the first of the so-called Series 1½, already had a 123 distributor, Coopercraft brakes and Koni dampers, while running on offset competition wheels. Otherwise, it was standard with no engine modifications at all.

The plan was to begin with the ignition system, retaining the SU carburettors and push development forward. Weber carburettors would always be an attraction and that would be phase two. If the march forward remained on course, as it appears to be, then a full fuel-injection system would be the final phase.

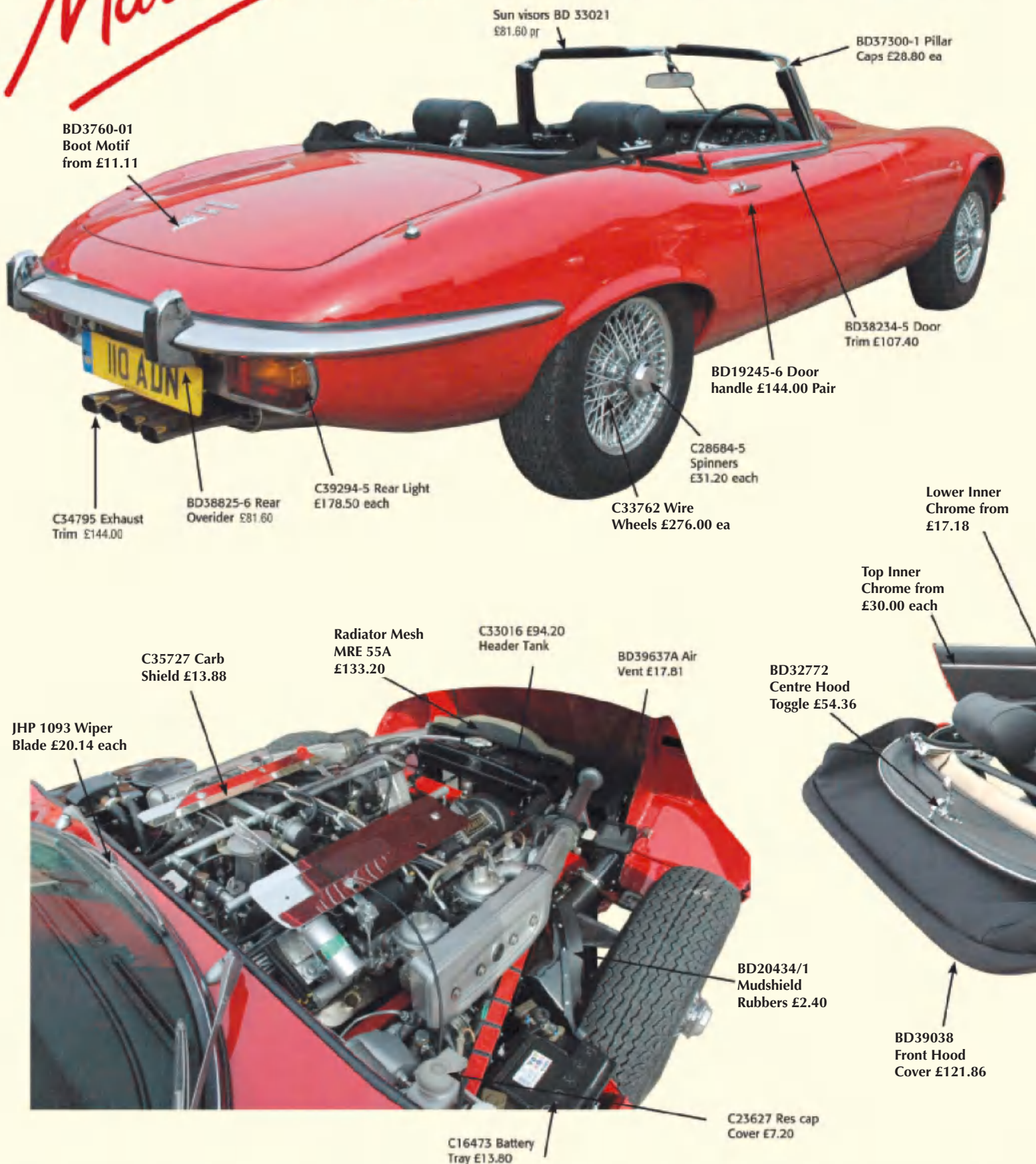
A lot had happened since that first Alpha ECU system with Aston Martin, not least a management buyout in 2003. The market had changed, too, with a lot of emphasis on four-cylinder engines for road and race. Webcon's system supported John Cleland's front-running Vauxhall in the British Touring Car Championship during the heady days against BMW in the first half of the Nineties.

Six-cylinder management is a relatively

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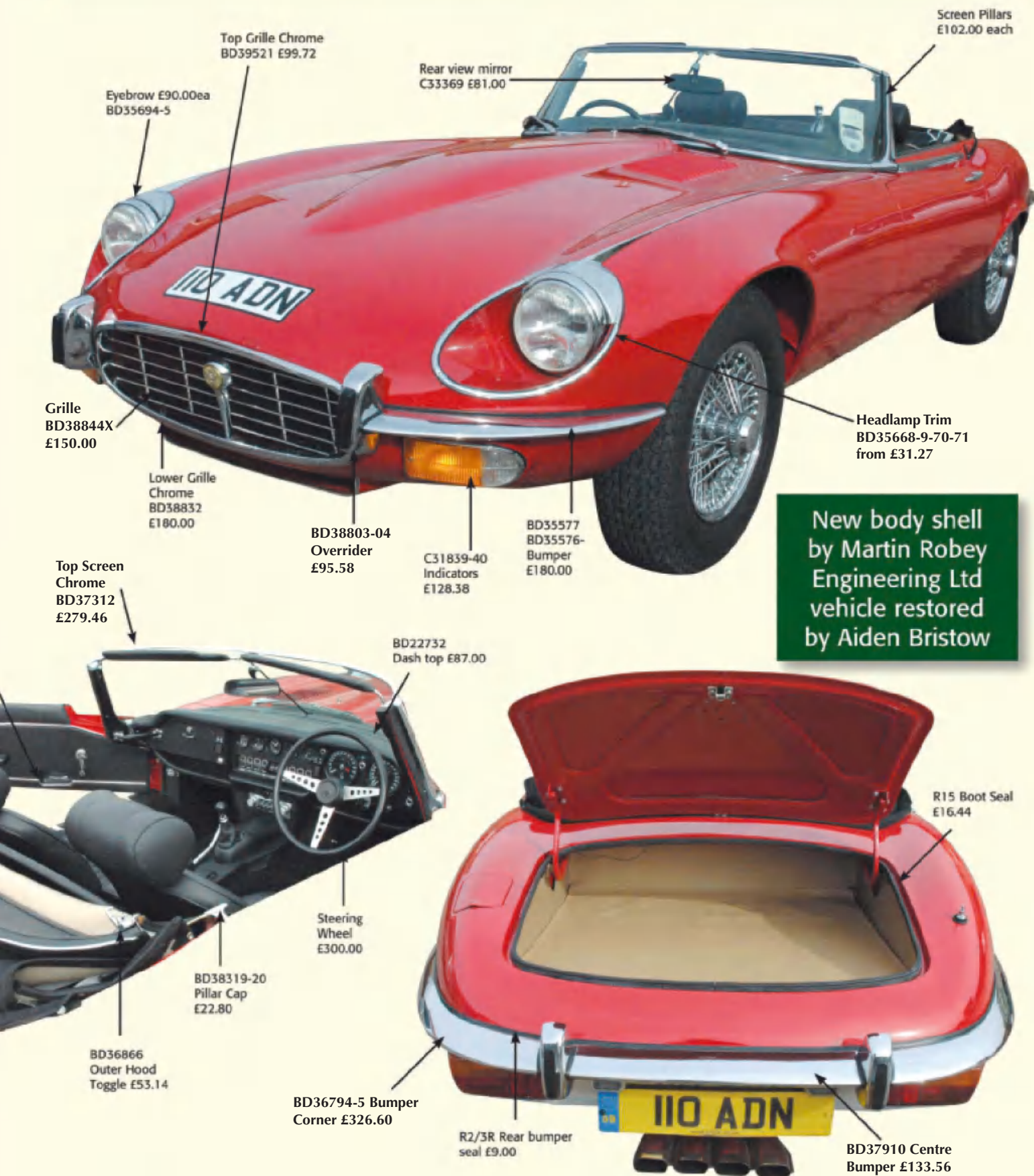
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History of Jaguar

THE IAN CALLUM YEARS. FROM THE X350 THROUGH TO THE XF

In the fifth and final part of our series celebrating 70 years of the marque, we cover the 2000s, when the company moved from Ford to Tata's hands

WORDS **RAY HUTTON**
ARCHIVE IMAGES **JAGUAR**

WHEN IAN CALLUM was appointed design director of Jaguar in 1999, he achieved a life-long ambition – one that he had been encouraged to pursue since a letter received from Jaguar's technical director, Bill Heynes, when he was a schoolboy.

Because Jaguar was now part of Ford's Premier Automotive Group, which also included Aston Martin, initially the job was combined with his previous role in charge of Aston design – where Callum had received universal acclaim for the DB7. He was not to know that it would take eight years to put his mark on Jaguar and receive similar commendation.

Jaguar styling was stuck in a rut. The company's founder, Sir William Lyons, had an unerring sense of what was right for the market, aesthetically and in providing features that fed customers' aspirations. Geoff Lawson, appointed head of styling in 1984, faithfully continued the Lyons' philosophy. But, by

the end of the century, Jaguar saloons that had once seemed so fresh and modern were beginning to be seen more as a symbol of Ye Olde England.

Lawson died, unreasonably young at 54, in July 1999. As the newcomer, Callum was expected to make a break with the old ways, although obviously this would take some time; Lawson had already completed the 2001 X-TYPE, a shrunken XJ that epitomised what was described as the 'country house' style.

There were factions in Jaguar and at higher places in Ford that resisted change. That became apparent early in 2003 when the X350 – the first aluminium XJ – was shown to the press at Goodwood House. Callum introduced the car, eloquently describing the styling changes from the previous X300, but most of us present could hardly see the difference. I asked Bob Dover, head of Jaguar and Land Rover at the time, why the new car's style did not reflect its innovative construction. His answer was, "Customers said to us, 'Don't change it, just make it better.'" A fine car that it was, X350 didn't reach sales expectations. The next generation would have to make the bold new statement that Callum had wanted from the outset.

Above: Ian Callum with the XF at the car's debut at the 2007 Frankfurt Motor Show. It was a defining moment for both Jaguar and the designer



Top: The F-type Concept from 2000 was originally set for production but ultimately came to nothing

Above: Bob Dover was JLR's chairman and chief executive between 2002 and 2003

Above right: Jonathan Browning was managing director of Jaguar Cars between 1999 and 2001

Styling aside, the early years of the 21st Century were a time of great change for Jaguar. Ford chief executive Jac Nasser had invented the Premier Automotive Group, to encompass Jaguar, Aston Martin, Lincoln and Volvo – and soon to include Land Rover – and recruited Wolfgang Reitzle to run it. Reitzle had been ousted from BMW in the wake of the Rover debacle and came to Ford with the highest reputation as a product man: he had been responsible for all the BMWs from the 1986 7 Series. He established PAG's headquarters in London's Berkeley Square and appointed Jonathan Browning as managing director of Jaguar and Bob Dover as operational head of Land Rover, both working from the Midlands.

So, for the first time – but not the last – a German called the shots at this, the most British of car companies. Ironically, Jaguar's previous chairman and chief executive Nick Scheele moved to Germany as head of Ford of Europe.

Reitzle's first Jaguar project was X400, the X-TYPE that was intended as a rival for the BMW 3 Series. As the architect of the world's best-selling premium car, he believed that Jaguar should learn from BMW's success and offer a variety of compact models. He also thought that it should have a proper sports car in its range.

A new F-Type was shown as a concept at the Detroit Auto Show in 2000. It resembled a scaled-down XK 180 – a pair of concept cars designed to celebrate 50 years of the XK engine in 1998 – and was from the same designer,

Jaguar World contributor Keith Helfet. Unusually for Jaguar, the F-type Concept was not a runner, but the intention was to use the V6 engine from the X-TYPE to drive the rear wheels, and an aluminium body structure. Furthermore, Reitzle anticipated using many of the same components in a mid-engined car for Aston Martin (Porsche had shown the way, with 40 percent of components shared between the 911 and Boxster).

It was a nice idea that didn't fly. Aston Martin, run by Ulrich Bez, didn't want a small, mid-engined sports car, so Jaguar adopted that configuration instead. Reitzle announced that the F-type Concept was headed for production, but a year later he was gone. Ford president Jac Nasser, to whom he reported, had been fired. Ford had serious financial difficulties and was shutting factories and cutting investment. Although he was assured that PAG would not be directly affected, Reitzle could see the writing on the wall. He resigned.

His F-type never happened, but Reitzle's short tenure of Jaguar and PAG did bring some significant



company developments and improvements to the marque's products.

Bob Dover (who had previously run Land Rover's Solihull plant, had been programme director on the XK8, and managing director of Aston Martin) was appointed chairman and chief executive of Jaguar and Land Rover, and was based, along with 100 central staff for PAG's 'British Motor Corporation' (also including Aston Martin), in the former BMW engineering centre at Gaydon.

Reitzle had been at odds with Ford management in Dearborn about Jaguar sharing components with the volume brands. He believed that PAG should be in charge of development for critical parts and systems and, where appropriate, pass the technology down to Ford and Volvo; he called it 'the highest common denominator'.

This attitude turned what could have been a routine facelift of the S-TYPE into an all-round up-grade, which made it a far better car than the original. The slow-witted, five-speed Ford automatic transmission was replaced by the state-of-the-art ZF six-speed, and an R model was introduced to challenge the BMW M5 as the world's fastest four-door saloon. Ian Callum smoothed and refined the shape. S-TYPE sales, which had been flagging, improved.

Reitzle had championed the X350 and its aluminium construction. The technique of riveting and bonding aluminium panels in a similar way to spot welding steel had actually been developed by Ford in America. It was, of course, prophetic. Weight saving and lowering fuel consumption and CO2 output became the motor industry's main objectives and, although it took another decade, all the larger Jaguars and Land Rovers would eventually be aluminium-hulled.

Making such a change in materials and production facilities is expensive and it is doubtful that X350 would have been given the go-ahead had it not been so near to launch when Ford found itself in dire straits. Jaguar sales reached a highpoint – 130,322 – in 2002, but the new XJ didn't contribute much to the increase. Even Jaguar traditionalists were tiring of the style (which had begun with the first XJ in 1968) and most cared more about the way it looked than what it was made from.

The volume growth had come from the X-TYPE, introduced in 2001, but its sales dropped away as the premium market turned to diesel engines – and Jaguar



Above: The X350 generation of XJ was technically advanced but looked too traditional for many buyers

didn't have one. Although Jaguar engineers liked to tell you otherwise, the X-TYPE was based on the front-wheel-drive Ford Mondeo. But to make it a 'proper' Jaguar, it had to drive the rear wheels, so the intriguing solution was to make it four-wheel drive. It offered the choice of two Ford-derived V6 petrol engines: 2.5- and 3.0-litres. The fact that the main market for compact premium cars was for four-cylinder 2.0-litre diesels seems to have escaped Jaguar's product planners.

The belated development of the diesel-engined S-TYPE and X-TYPE was cited as the reason for the cancellation of the F-Type, which was well on its way to production, and Jaguar's withdrawal from Formula 1 racing.

Probably the less said about the Formula 1 programme the better. Jac Nasser had sanctioned Ford's purchase of Stewart Grand Prix in 2000 and decided that premium Jaguar would be a more appropriate title for it than blue-collar Ford. It cost a fortune (reputedly, driver Eddie Irvine was the highest paid person in Ford) and it didn't achieve a single victory in five seasons and 85 races. Tellingly, the team's premises and many of its staff were taken over by Red Bull Racing, F1 constructor champions for four years from 2010...

The X-TYPE diesel did appear in September 2003 and, with the estate version (another first for Jaguar), gave the model a new lease of life. This car comprehensively destroyed Jaguar shibboleths: it had a four-cylinder engine (the first since 1949) and was front-wheel drive only.

Below left: The Jaguar Racing R1 Formula One car from 2000

Below: When Ian Callum was appointment as design director in 1999 it was expected he'd make a break with the company's traditional design





Above: The X-TYPE was Jaguar's first small saloon in 30 years. A lack of a diesel engine initially hit sales

Below: Jaguar Racing driver Eddie Irvine was reportedly the highest-paid Ford employee

Below right: Joe Greenwell was Chairman and CEO of Jaguar and Land Rover between 2003 and 2005

The new top man at PAG was Mark Fields, who is today chief executive of the Ford Motor Company. He made his mark as president of Mazda, then controlled by Ford, and after a couple of years with PAG was given the additional, and greater, responsibility of Ford of Europe.

Jaguar enthusiasts may never forgive Fields for the closure of Browns Lane. By 2004, he had concluded that Jaguar was never going to approach Ford's ambition of 200,000 cars a year and that continuing with three plants (Browns Lane, Castle Bromwich and Halewood) could not be justified with production at 120,000. Fields left the dirty work of dismantling Jaguar's ancestral home to Joe Greenwell, the former PR chief who had been appointed chairman and chief executive of Jaguar and Land Rover in 2003.

Production of the XJ and XK was transferred to Castle Bromwich. In 2006, the new XK fell into line with the saloon as a new model with an aluminium body/chassis, refining the production method from three years' experience with the XJ. Once again, there was not much progress in styling and while Ian Callum claimed not to be able to see the similarities with either the previous XK8 or his DB7, others were less convinced. A case in point: on the XK press launch in South Africa, I was talking to the proprietor of a restaurant that Jaguar

visited every day and he volunteered, "My brother had one just like this three years ago."

The design revolution was coming, but would not be seen in public before the C-XF concept was revealed in Detroit in 2007. By then, there had been the first indications that Jaguar might be for sale. Ford needed to cut its losses – which amounted to \$5.8 billion just in the third quarter of 2006 – and selling Jaguar would help. The full extent of Jaguar's finances was not declared in Ford or PAG accounts, but production had fallen below 80,000 and it was widely supposed to be losing some \$750 million a year. Nick Scheele, who had become number two in the Ford Motor Company, was quoted as saying (in what was intended as an off-the-record conversation) that the annual loss was \$1 billion.

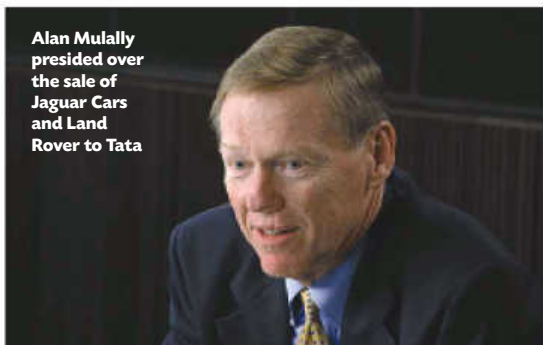
Enter Alan Mulally, to whom Ford chairman Bill Ford had given a free hand to return the company to health and prosperity. Analysing its strengths and weaknesses, Mulally concluded that too much money and management time was being spent on distant subsidiaries and that all efforts should be concentrated on the Ford brand. This 'One Ford' strategy made inevitable the eventual sale of the companies that had formed PAG. Aston Martin was the first to go, in March 2007 for \$925 million, and, although it was denied at the time, preparations were being made to sell Jaguar along with Land Rover. Jaguar's losses were thought to be more or less equal to Land Rover's profits, making the combined operation saleable with a target price of \$3 billion.

The announcement was made in June 2007. Investment banks Goldman Sachs and Morgan Stanley had been brought in to value Jaguar and Land Rover and to sound out potential buyers. Lewis Booth, the Brit who had followed Mark Fields as chairman of Ford of Europe, would be Ford's main negotiator. Since it was effectively a fire sale, the bidding was not intensive. After six months of reviews and consideration of proposals, Ford announced that its preferred bidder was the only motor manufacturer that remained in the contest: Tata of India.

An agreement was made in March 2008. Tata would pay \$2.3 billion for 100 percent of Jaguar and Land Rover and the sale would be completed on June 2 in a simple ceremony at Gaydon.



Alan Mulally
presided over
the sale of
Jaguar Cars
and Land
Rover to Tata



Below: Ratan Tata (left with Ralf Speth) is a Jaguar enthusiast and has been a great supporter of the brand



No one knew what to make of this deal, least of all the company's employees. Tata, India's largest industrial enterprise, is a conglomerate with major shareholdings in more than 100 businesses. Jaguar Land Rover became a subsidiary of Tata Motors, a public company best known for its trucks and buses. What did the new owners know about making and selling premium cars?

The answer was: nothing. But Ratan Tata, the patriarch of Indian business and a Jaguar enthusiast, was reassuring: "We will not tinker with the brands in any way. Our challenge is to nurture Jaguar and Land Rover and make them thrive."

It quickly became clear that the Tata deal was not one motor company absorbing another, but rather a strategic investment designed to put the Indian group on the world stage. During the sale process, while still owned by Ford, Jaguar and Land Rover executives had put together an ambitious product plan for an independent company. Tata bought into that and the funding it would involve, and left JLR alone to operate as a separate business.

To direct the company in its new-found freedom, Tata appointed David Smith, a Ford finance man, to take the place of Geoff Polites as chief executive. The well-respected Polites had been chairman of Jaguar and Land Rover since 2005, but succumbed to cancer in April 2008, before the company hand-over.

Smith and Tata were unlucky that the Western world's economic crash, following the collapse of the Lehmann Brothers bank, happened just a few months after the takeover. That brought difficulties all round, not least in securing loans to keep the company going. Tata had acquired a business that was growing and profitable – thanks to Land Rover – but now it was losing both sales and money. Some observers expected Tata to retreat, or at least sell off Jaguar. That it didn't and kept the faith was proof that it was here to stay.

Smith was a casualty of the crisis and in his place Tata appointed Carl-Peter Forster as JLR chairman and Ralf Speth as chief executive. Both are German and BMW alumni: Forster was manufacturing chief (and later chairman of General Motors Europe), and Speth had been vice-president of Land Rover in the BMW era and then Wolfgang Reitzle's right-hand man at PAG.



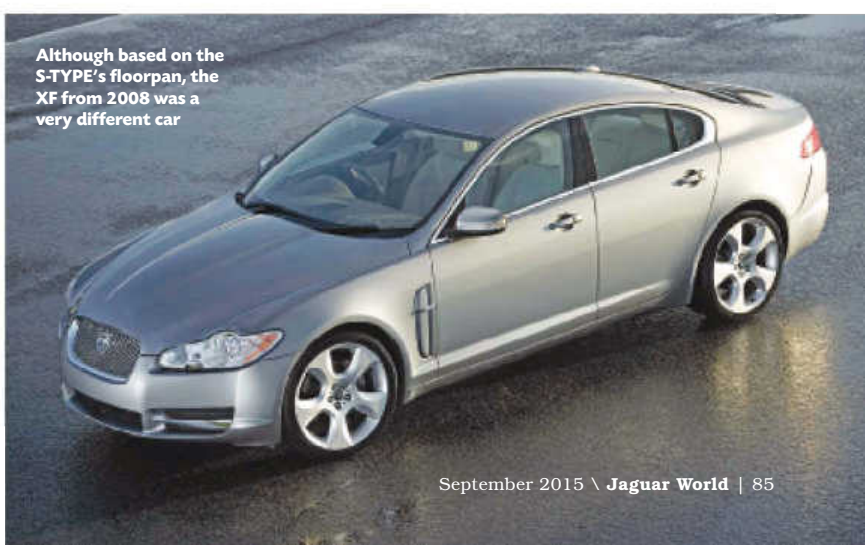
The facelifted S-TYPE
after Callum smoothed
and defined the shape



Callum with the X150
generation of XK



The C-XF concept from 2007
was designed to showcase the
preliminary styling cues of the
yet to be announced XF



Although based on the
S-TYPE's floorpan, the
XF from 2008 was a
very different car



Above: The X351 generation of XJ showed that the old ways had finally disappeared

Inset: The F-TYPE was Jaguar's first genuine sports car since the Seventies

Below: Ralf Speth, JLR's current chief executive officer, has guided the company to improved volumes

Below right: Wolfgang Reitzle was head of Ford's Premier Automotive Group

Forster and Speth showed their loyalty and enthusiasm for Jaguar by each acquiring early E-types. Forster was to stay less than two years, but, during that time, the strategy for JLR was firmly established and the business returned to profit. When he departed, Speth assumed full control and has since guided JLR to volumes and profits unthinkable in Ford times.

The Jaguar renaissance emerged in the midst of these industrial developments. The XF – Ian Callum's first 'modern' Jaguar – was launched early in 2008, as the Tata deal was being finalised and credit should go to the late Geoff Polites for finally making the break from the old style. Underneath, the XF was really the S-TYPE, but the immediate sales reaction demonstrated that (for Jaguar people just as much as other car buyers) style and presentation are what really count.


The old ways finally disappeared with the even more radical XJ (based on the X350), which was launched in spring 2010 following the end of X-TYPE production in the previous December. By the 50th anniversary of the E-type in March 2011, it was clear that Jaguar would, at last, have a new sports car: the C-X16 concept car shown at the Frankfurt Motor Show pointed the way to the 2013 F-TYPE.

Also in preparation was a new and smaller saloon, another attempt to challenge the BMW 3 Series, Audi A4 and Mercedes C-Class. JLR held off introducing this car – wondering whether to venture up-market with



more expensive (and profitable) models instead – but gave the go-ahead when it could be launched with the state-of-the-art Ingenium diesel engine from the new JLR engine plant in Wolverhampton. The result was the new XE, and a new aluminium architecture that will also be used for the second-generation XF and the forthcoming F-PACE SUV.

So Jaguar has moved full circle over the 70 years since the formation of Jaguar Cars Limited. It is making its own engines again (albeit in conjunction with Land Rover); it has a full range of cars including a true sports model; it has thriving exports (particularly to China); and there is a real possibility of reaching, and exceeding, the 200,000 cars a year that has for so long seemed an impossible target.

There is now a huge effort to promote the Jaguar brand, combined with edgy, sometimes aggressive, advertising that is in tune with the younger generation in today's market. The previous message was regarded as too limp for an audience in 2015 but, in my view, still sums up the enduring appeal of the marque: 'Jaguar – Beautiful Fast Cars'. 



● Ray Hutton, the author of this five-part history for *Jaguar World*, has been following the marque since the Sixties. His book *Jewels in the Crown: How Tata of India transformed Britain's Jaguar and Land Rover* (Elliott & Thompson, 2013) won the prestigious Montagu Trophy, awarded by the Guild of Motoring Writers.

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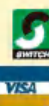
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HANDS ON

JW's technical section where we give help, advice and guidance, making Jaguar ownership that little bit easier



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**ROB HAWKINS – SENIOR CONTRIBUTOR**

2004 X-TYPE 2.0D

Rob introduces his new X-TYPE, explaining why he chose it – and what he had to repair first



IT WAS only a matter of time before I would be tempted into buying a Jaguar as my daily transport (having written the Modern Workshop features for nearly two years), and once I'd decided I would, the choice of model was my only decision. It was dictated by the need for a five-seater to accommodate my wife and two boys, an economical engine to keep fuel costs reasonable, and plenty of boot space. A diesel S-TYPE would have been ideal, but the entry level X-TYPE is cheaper to buy and more frugal on fuel and road tax.

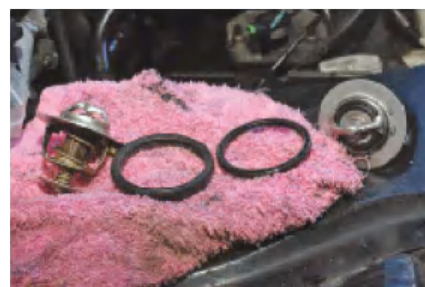
Back in November last year, I started to look for a diesel X-TYPE for around £1,200. It wasn't as easy as I had expected it to be. I visited a trader in Yorkshire (I live in Leeds), where a sorry-looking 04 model had a price tag of £1,200. The interior stank of smoke, the leather seats were damaged and the steering wheel was loose. Outside, the fuel filler flap was missing, the tyres were flat, the rear bumper was damaged – and all

that before starting the engine, which was misfiring. I walked away.

Several X-TYPEs came and went on eBay, but there was always a catch for anything below £1,000, such as high mileage, bodywork damage or engine failure. Few of these cars seemed to be a bargain, with repair costs that exceeded the price of a good example at £1,500 or more.

During the week before Christmas, I spotted the car seen here on Gumtree. I'd already seen it on eBay and it had supposedly sold through the online auction for just over £1,200. The eBay buyer hadn't turned up to collect and pay for the car, so it was being advertised on Gumtree for £1,100. The spec was tempting, with its full leather interior, 18in alloys, 130,000 on the clock, and a few months left on the MOT certificate; the only downside concerned its Cat D classification, which is the lowest level of damage as categorised by the insurance industry to describe cars that have been involved in accidents, in

this case, light accident damage from a few years ago. So, I withdrew £1,100 in cash and took the train to Manchester, where the car was kept. The owner was honest, highlighting all known problems and explaining about the Cat D classification. As I took the car for a test drive, I could hear one of the rear wheel bearings rumbling, while the coolant struggled to get warm, the brakes pulled a little to the left, there was a rattle at the rear



Replacement main thermostat wasn't the cause of the cool running engine



Ford 2.0-litre diesel engine has done just over 130,000 miles and includes some service history

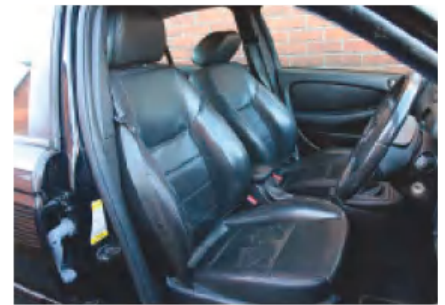
and the clutch release bearing was a little noisy. Otherwise, the X-TYPE was in good condition and worthy of an offer of £1,000, which the owner accepted.

So I returned home with an X-TYPE and soon after visited my local garage to raise the car on the ramp and have a look underneath. I was dreading finding holes in the sills, but they were solid. Elsewhere underneath, there was only surface corrosion. I breathed a sigh of relief and made a note to buy a steel wire brush and some underseal.

As you may have already spotted in previous Modern Workshop features, my X-TYPE has had some work done to it, including soundproofing from Noisekiller and new anti-roll bar drop links and D-bushes. I'll be covering more repairs and

upgrades in the near future as I renew the brakes, fit Bilstein suspension, change both engine thermostats, fit a new dual mass flywheel and clutch assembly, service the engine, renew the glow plugs and battery, fit a new door lock, repair the glovebox, change the tyres and rustproof the underside. I've really liked working on this car and have found specialists such as Eurojag, North Wales Jag, Elite and Performance Jags, and Tasker and Lacy to be extremely helpful.

One of the first jobs I wanted to resolve when I bought this X-TYPE concerned its cool-running engine. The temperature gauge on the dashboard rarely moved beyond the quarter-warm mark. Matt Norbury at North Wales Jag diagnosed the problem over the phone, advising me to renew the small oil cooler thermostat near



Full leather interior includes cruise control, stereo controls on the steering wheel and air conditioning



Rob breathes a sigh of relief when he spots only surface corrosion on the underside of his X-TYPE



A small thermostat near the front of the engine bay was the cause of the cool-running engine

the front of the engine bay. I should have listened to him, but instead started with the cheaper heater and main thermostat located underneath the battery (less than £10 from Euro Car Parts). Once I'd removed the old one, it did look faulty, as its spring seemed to be stuck. Fitting the new one was straightforward, but the plastic housing contains some brass nuts, which can spin loose. Of course, one of them did so, adding several minutes to the job.

After fitting the housing again, this time it leaked. So I fitted the seal from the old thermostat, which seemed to be more substantial, and added some sealant for good luck – it worked, but the coolant temperature remained low.

A few days later, I renewed the oil cooler thermostat while changing the glow plugs. It was a much easier job and I kicked myself for not listening to Matt in the first place. The engine was left to run for several minutes and the temperature gauge rose to the halfway mark. After filling up and completing a few hundred miles, the fuel consumption improved from around 40mpg to over 50mpg. 🚗



Taking the X-TYPE to a local garage allowed Rob to have a thorough look underneath

**PAUL WALTON – EDITOR**

2000 XK8 coupe

The 4.0 engine of Paul's XK8 is cleaned internally to improve the car's performance and, hopefully, economy

AFTER CLEANING the interior of my XK8 in the previous issue, for this one I thought I'd clean something more mechanical: the engine. Not its presentation, though – I really don't have enough patience to get the car ready for a concours – but rather internally. Carbon deposits can build up over time, stalling both an engine's performance and its economy. Wanting my XK8 to feel as sharp as possible, I booked the car in with a local garage, Autocentre (Rushden) Ltd, an agent for Terraclean.

This Canadian system for decarbonising engines has been around since 2005, but has only been in the UK for three years. It already has a strong following: Vic Clarke from Autocentre (Rushden) tells me that when the garage took on the Terraclean franchise in 2013 they were originally seeing perhaps one car a week; today it's one a day and that number is growing.

One of the reasons for its popularity is its simplicity. It consists of two cans, one filled with a very refined petrol, and the other with additives that are pumped directly into the car's fuel lines while the engine is being revved hard. These break down the carbon deposits in the injectors and combustion chambers. There's no mess or dismantling



Paul's car in Autocentre's garage ready for its Terraclean service

of the engine required, yet it's said to improve economy and performance.

Autocentre's Terraclean specialist Jerry Horton had never worked on an XK8 before mine, but he soon had the fuse for the fuel pump removed to make sure the additives weren't pumped back into the tank. After attaching the Terraclean pump directly onto the car's fuel pipes, he then switched the machine on and that was that. The process takes around 15 minutes and Autocentre (Rushden) charges £126 for engines over 2.0 litres and £108 for anything under.

Once the process was completed, one of the garage's technicians filled the car's tyres with nitrogen. This isn't Terraclean policy, but rather something Autocentre likes to do as part of its service. As Vic says, a Terraclean service is partly about improving economy, and nitrogen-filled tyres can also do that. Because it stays in the tyres longer than air it means they won't lose their pressure resulting in poor economy. But, perhaps more importantly, Formula 1 cars have their tyres filled with nitrogen, as did the Space Shuttle, and if it's good enough for them, it's good enough for my XK8.

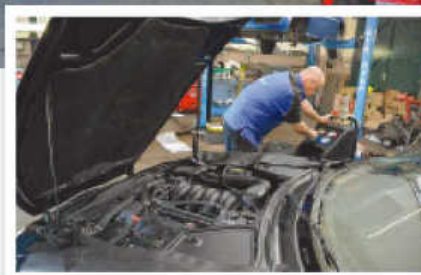
With the Terraclean service finished it was time to put it to the test. I could feel an improvement to the car's performance almost instantly. Its acceleration was crisper, sharper and an occasional pause in power deliver that I previously felt when I put my foot down has been eradicated. Kickdown comes in earlier, too, making the car feel fresher.



The pumping machine itself with the two containers of additives



One of Autocentre's technicians fills the XK8's tyres with nitrogen



Jerry Horton starts the Terraclean machine to pump the cleaning additives into the engine of Paul's car

I wouldn't like to say for sure yet whether it has made much of a difference to the XK8's economy – it is a 4.0-litre V8 after all – but the trip computer did increase from 18mpg to 18.5mpg during the 30-mile journey home. I'm hoping this will improve further over time.

I found it to be a thoroughly worthwhile endeavour, and not just because of the possible improvements to economy and performance. When Jerry raised the bonnet, he discovered the thermostat housing had been leaking around the cap. It is still the original, fragile, plastic type that is prone to cracking, and I had it on my list of jobs to replace with an aluminium version (which I've since ordered through parts specialist SNG Barratt).

The leaked coolant has made quite a mess, so it looks like I'll be cleaning the engine after all. 🛠️

THANKS TO:

Terraclean (www.terraclean.co.uk) and Autocentre (Rushden) Ltd (www.autocentrerushden.co.uk; 01933 353250)



JIM PATTEN – EXECUTIVE EDITOR

1966 E-type OTS & FHC

While Jim is away enjoying the Greek mountains, his meticulous right-hand man Bilko updates the relays and fuses on the E-type

It has been a bit of a quiet month as far as the Patten household is concerned, but that doesn't mean nothing has been happening. While Mr & Mrs P spent some time in Epirus, the Greek mountains (check out www.thoukididis.gr), Bilko soldiered on alone in the garage. To be honest, I think apart from losing the constant supply of tea, he was happy enough to have the time alone.

Work on the fixed-head coupe is at a delicate stage as the electrics are having a bit of a redesign. With so many new areas, it was essential that the wiring and fuses could cope. We'll be covering the wiring in more detail in a later episode of Workshop, but, in summary, all of the original fuse boxes have been consigned to the bin and replaced by modern blade-type fuses. It isn't that the old fuses are bad, it is more to do with the fuse holders. Many have lost their spring and ability to make contact with the fuse. We've also taken the opportunity to lessen the load on individual fuses by introducing more fused circuits through the box.

Bilko was also worried about the load on some of the switches, so he is using modern relays for high-consumption units, such as the air conditioning, cooling fan, headlights and fuel injection. Where previously there was the junction for the main battery cables, we now have an isolator switch.

Having decided on fuel injection, Bilko has installed a separate panel near the inlet manifold to house a relay and fuses in a dedicated circuit. Add into the equation a heated rear window and a modern sound



E-type on show at Cressing Temple

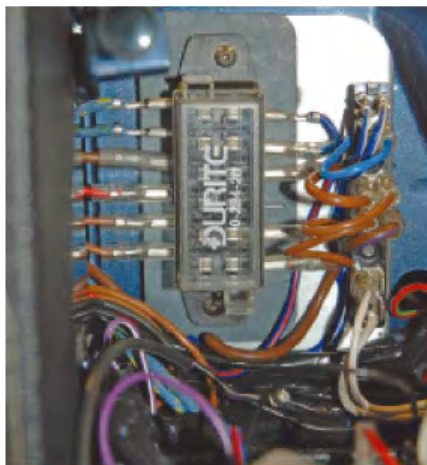
system and there is a lot going on. There are additional power sockets, too, including one hidden in the glove box to supply the sat-nav.

The day after we returned from Epirus, Karen took the open E-type to a classic car and bike show at Cressing Temple, to be part of the CL Classics stand (I took a motorbike). This has to be one of our favourite shows. Okay, we could literally push a car there from our house, but the show would still have to have an appeal to make it worthwhile. For us, it is a chance to catch up with friends and see a wide

variety of cars and bikes, while the Jaguar clubs have made this event their own and occupy a large area by the barns. Add in some unique entertainment and a fabulous location and it is easy to see why we love it so much and why people travel so many miles just to be there. No concours, no driving around an arena and no egos. 🐾

CARS OWNED:

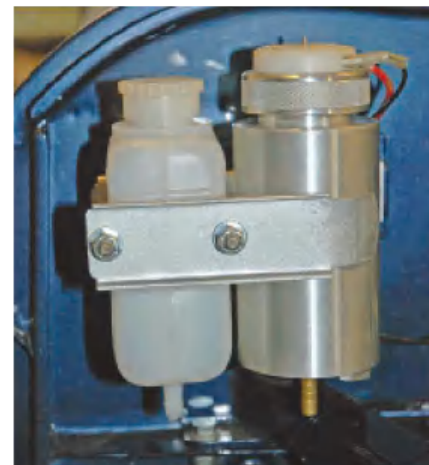
- 1949 Swallow Gadabout
- 1966 E-type open two-seater
- 1966 E-type fixedhead coupe



A modern unit with blade-type fuses replaces the E-type coupe fuse box



Separate panel with relay and fuses is dedicated to the fuel injection



Revised brake fluid reservoir is made from aluminium



YOUR JAGUAR

MARK ROBERTS 2006 XK 4.2 CONVERTIBLE

Artist Mark Roberts explains why an X150 convertible has joined his XK8 coupe

It was at last year's Silverstone Classic that my partner, Julie, first developed convertible envy, a condition brought on when the sun shines and the fortunate few drive around with their roofs down enjoying the fresh air and glorious skies above. This is somewhat difficult to achieve via the confines of a coupe and that's when convertible envy sets in. It seems the only cure for this condition is to procure a convertible. Only one issue had to be dealt with: which model to go for.

Since I already owned an XK8 Coupe (see Your Jaguar, *JWM* January 2014), I decided on the newer X150 model.

My original thoughts were an XKR in Frost Blue with ivory interior, preferably with low mileage. However, while there



were a few black, silver and grey models coming up on used-car websites, there was nothing in Frost Blue. I contacted all the main dealers, but nothing was out there. I learnt very quickly that low-mileage examples sell swiftly: cars listed on a Monday morning were sold before you could pick up the phone to make enquiries.

I placed wanted advertisements, and saved searches on all the used-car sites, but still nothing came up. As Julie was keen to have a convertible before the summer, I decided to compromise my desired choice. Then, one Saturday, a low-mileage XK popped up on Autotrader. It was Ultimate Black with ivory leather, 2006MY with just 32,000 on the clock – it looked perfect. It had a few added extras and the chrome fog lamp surrounds, chrome wing vent covers, chrome mirror covers, twin tail pipe exhausts, revised rear diffuser, LED rear lamps, and black mesh grille all made the little beauty look younger than its years. I made the call and drove straight away to Hatfields Jaguar dealership in Wigan, some 94 miles away.

I arrived just in time because while the salesman was preparing the car for me to test drive, two other couples joined the queue. I took the car out, and the rest, as they say, is history – I was the proud owner of an XK convertible. When I went to collect the car a couple of weeks later, the salesman confirmed that he had received 21 offers for the car, which is good news for all those who currently own one. Since ceasing production, good used examples are in high demand and many don't even make it to the for sale pages, since most dealers have a waiting list of eager would-be owners.

The car, along with my XK8, is kept in my gallery surrounded by my artwork. I'm sure



most will agree that both the X100 and X150s are works of art in their own right and certainly not out of place among the other artwork.

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Please send approx 500 words and a selection of photos, plus your contact details to: jwm.ed@kelsey.co.uk

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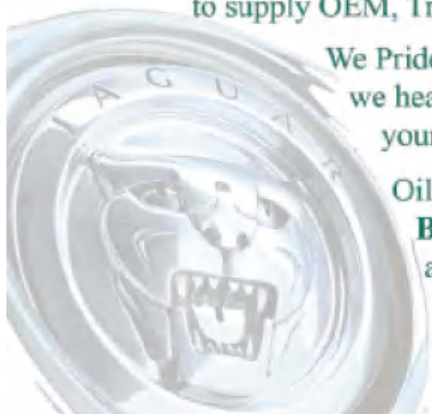
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
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S-TYPE door repairs

Euro Jag shows you how to fix door troubles, from replacing a damaged door mirror and renewing the glass to swapping over an entire door

WORDS AND PHOTOGRAPHY

ROB HAWKINS

Paint scratches, seized electric window motors, tinny speakers and broken glass are just some of the problems associated with car doors. Fortunately, thanks to breakers such as Eurojag, there is a plentiful supply of secondhand spares, so it's not necessarily an expensive repair if someone keys the door, breaks the glass or the window refuses to wind up or down.

The S-TYPE's door is similar in design to other models, such as the X-TYPE, and very similar to other non-Jaguars, such as the Ford Focus. The door card can be removed in a matter of minutes to reveal all the components inside. From here, the speaker, door mirror, window regulator and door glass can all be replaced, and even the entire door removed.

Some aspects of dismantling an S-TYPE door and removing parts can be fiddly and frustrating. Our accompanying photographs make it look easy when it comes to removing the window regulator with its arrangement of guides and a bulky motor. However, there's an art to manoeuvring these parts out of the door to avoid losing your temper and breaking something. Similarly, detaching plastic wiring plugs can be difficult. Some plugs need to be squeezed to release them, whereas others have tags and clips.

The following pages show how to dismantle a door in various stages, starting with the door card, then explain how to change a door mirror, a speaker, the glass and window regulator and how a door can be removed from the vehicle. We've shown a front door being removed, but most of the instructions can also be applied to the rear.

TOOLS:

- Crosshead screwdriver
- Decorator's scraper
- Large, flatblade screwdriver or trim tools
- Magnetic pick-up tool
- Sockets/spanners: 10mm, 13mm, Torx T30

CONTACTS:

Eurojag

Tel: 01325 722777

www.eurojag.com

S-TYPE door parts:

Complete door, from £60+VAT (£72)

Window regulator assembly,

from £30-35+VAT (£36-£42)

Door glass, £30+VAT (£36)

Door latch/lock assembly,

£20+VAT (£24)

Door mirror, £30+VAT (£36)

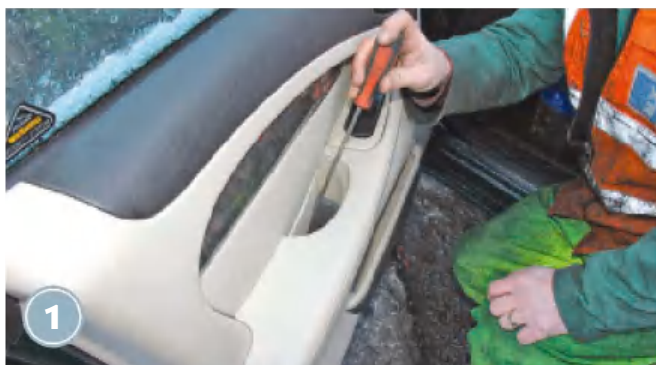
Speaker, £10+VAT (£12)

Door card, from £30+VAT (£36)

Check strap, £15+VAT (£18)

*Readers wishing to carry out any of the tasks outlined in technical or step-by-step features should ensure they have the necessary skills and equipment to do so safely. Kelsey Media accept no responsibility for any injury or damage incurred in the process of following one of these features

REMOVING THE DOOR CARD



1 Whatever the job, look inside the base of the door's grab handle (used to close the door) and remove a small piece of rubber trim to reveal two screws.



2 Use a crosshead screwdriver to undo the two small screws that hold the door card to the door frame (some other cars have another screw located behind the internal door-release handle and along the base).



3 Armed with a large, flatblade screwdriver or trim tool, unclip the bottom of the door card from the bottom of the door, taking care not to scratch the paintwork. The plastic locating plugs can break.



4 Once you have started to unclip the door card, you should be able to prise it off with your fingers. Work around the edges of the door card to release it from the door.



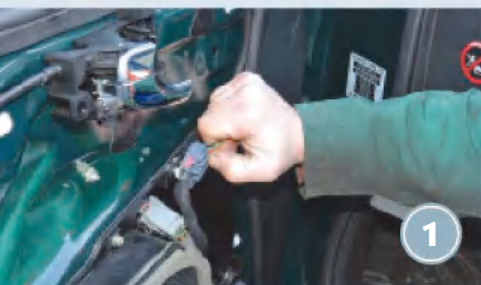
5 Check the back of the door card for any wiring that is connected to switches on the front, such as the electric windows. Disconnect any wiring plugs so the door card can be fully removed.

SPEAKER SWAP

With the door card removed, the speaker is exposed and can be removed and swapped by undoing four crosshead screws, then carefully pulling the speaker forwards so you can disconnect a wiring plug from behind it. If, however, you want to remove the entire speaker pod to soundproof it or the panelling behind, then undo the five 8mm bolts. This is also required to swap the door, as the wiring loom for the door needs to be fed through from behind the speaker pod.



REPLACING A DOOR MIRROR



After removing the door card, trace the wiring from the door mirror back to a plug connector. Disconnect this wiring plug. This will allow you to remove the door mirror in the next steps.



Use a large, flatblade screwdriver or trim tool to carefully prise off the plastic trim that is fitted around the inside edge of the top of the door. This must be removed to access the mounting bolts for the door mirror.



Undo three 10mm nuts on the inside of the door mirror – if they are hidden by vinyl patches, cut through them with a screwdriver. When undoing the nuts, they can easily drop into the door, so you may need a magnetic pick-up tool to retrieve them.

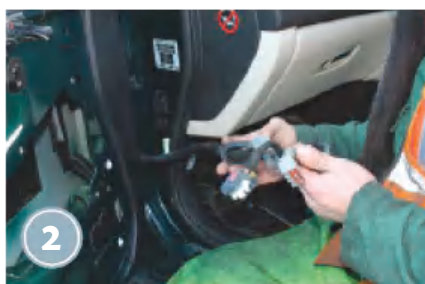


The door mirror can now be removed. Feed the wiring through to the outside of the door. To fit a replacement door mirror, reverse these steps, starting with feeding the wiring through.

TAKING OFF A DOOR



A door swap requires the door card and speaker pod to be removed so you can detach all the wiring plugs inside (including the door lock), and feed the door's loom through the hole at the front.



The loom can be awkward to feed through, but it does need to be removed before the door can be taken off. If you are removing a door from a scrap car and the loom isn't required, it can be cut instead.



Detach the door's check strap by undoing two Torx T30 bolts on the A-post. The check strap prevents the door opening too wide and damaging the bodywork and hinges. Watch your fingers on the spring-loaded check strap.



There are two door hinges and each is secured with two 13mm bolts. Space is tight, so use a long 13mm ring spanner to undo the two middle bolts, followed by the top and bottom bolts.



Hold the door when undoing the last of the 13mm hinge bolts to avoid it dropping and becoming damaged. It is possible to take the door off by yourself, providing you have a hold of it. Otherwise, ask someone to help.

WINDOW REGULATOR AND DOOR GLASS



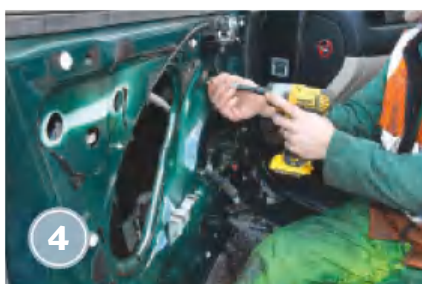
Whether you are removing the door glass, window regulator or both, start by unclipping the plastic trim from around the inside edge of the top of the door. Use a large, flatblade screwdriver or trim tool to help release it.



Carefully peel off the cover that's shown here. This helps with waterproofing and must be fitted. It's secured with sealant, which is difficult to prise off, especially when warm, so use a decorator's scraper.



Remove the speaker pod, which is secured with five 8mm bolts. Detach the wiring plugs and feed the door's wiring loom through it so the pod can be fully removed. This is necessary to remove the window regulator.



Make sure the door glass is fully up. There are two metal guides for the window inside the door, and each is secured with two 10mm nuts. Undo all four nuts. Some are hidden by adhesive vinyl patches, so cut through them.



The bottom corners of the door glass are secured to the window regulator with two clamps. Cut away the adhesive patch shown here and slacken the 10mm bolts for each clamp – but don't undo them fully.



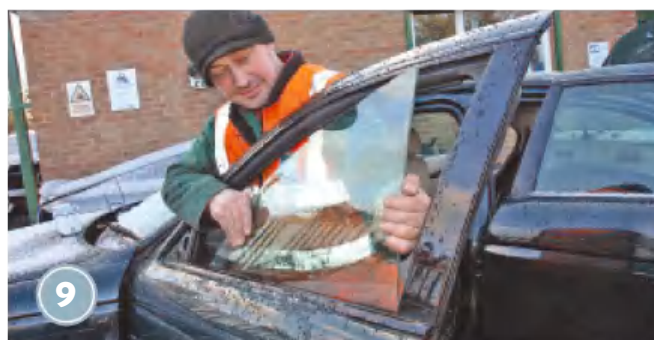
With the door glass remaining fully up (secure it with masking tape), to help you to remove the window regulator, push the studs for the metal guides inside the door. You may need to use a large screwdriver for extra leverage.



Undo two 10mm bolts that secure the window winder motor to the door, then manoeuvre the regulator assembly (motor and two guides) out of the hole where the speaker pod was fitted, and detach the wiring plug.



With no wires connected to the window regulator, it can be squeezed through the hole where the speaker pod was fitted, along with its two metal guides. This can be quite fiddly. It is also the best way to fit a new regulator.



If the door glass needs to be removed, it can be lifted out of the top of the door (on the outside) at an angle. It's not necessary to remove the window regulator to change the door glass, but its 10mm mounting nuts need to be undone.

Q&A

Jaguar World technical advice service

Edited by Ray Ingman

STAR QUESTION

Weeping V12

Q Is it possible to buy a conventional crankshaft rear oil seal to replace the rope seal on the 5.3 V12 engine? If so, how much should I expect to pay? I am about to rebuild the engine and would like to eradicate the persistent leakage that the engine suffers.

Brendan Turner

A It is an excellent idea to banish the rope seal to history at the time of a rebuild, especially with sparsely used collectors' cars that spend more time at rest than on the road. Prolonged standing can cause the seal to either dry out or swell up into contact with the crankshaft – at best, these conditions result in excessive leakage or, at worst, friction burning of the seal that will cause overheating of the crankshaft

with resultant rear main bearing failure. Replacement of a leaking rope seal involves removing the crankshaft, which in turn requires engine removal. Additionally, the use of a bespoke sizing tool is required. Even with the correct tool and the latest specification graphite impregnated seals, obtaining a satisfactory fit is something of a hit-or-miss affair.

The two-piece rope seal was introduced on the XK engine in 1963 and was carried over to the V12 in 1971. Its effectiveness depended on the existence of a minute clearance and a reverse screw thread machined onto the seal land area of the crank.

In 1989, concurrent with the introduction of the JaguarSport 6.0RS engine, the 5.3s were redesigned with a revised cylinder block and crankshaft incorporating an efficient modern one-piece neoprene lip seal (specifically, from engine number 8S66783). The difference in crankshafts is seen in the image below: early version on the left, late on the right.



Incorporating a lip seal in your engine would, until recently, have required using one of these later blocks with matching crank – not easy, as they are relatively rare (and, incidentally, highly valued). Happily, help is at hand via Rob Beere Racing (www.rob-beere-racing.co.uk; 02476 473311). Having successfully developed and marketed a six-cylinder XK seal conversion for many years, the company has turned its talents to the V12. For £804, your crankshaft can be machined to accept a lip seal, which fits your unmodified cylinder block via a sleeve and 'o' ring assembly (illustrated above). Additionally, a bespoke manual flywheel and all required fittings are supplied, and the crank and flywheel assembly is balanced to a high tolerance. The revised RBR seal arrangement is shown above. If your car is equipped with automatic transmission, either BW model12 or GM400, contact RBR to discuss the revised cost and drive plate options available to you.



Courtesy of Sealey Products (www.sealey.co.uk; 01284 757500), the sender of each issue's Star Question will be the envy of their friends when they receive an aluminium adjustable-focus 3w LED torch (worth £28.74 Inc. VAT). The 'LED020' produces an extremely bright white light with an output of 110 lumens – count them! The illumination pattern can be altered from spotlight to wide area with a simple twisting action of the head and a three-function on/off push-button provides full, half and blinking light possibilities. All this is contained within a lightweight aluminium housing and is powered three AAA batteries (not included).

SEALEY



X-TYPE washer woes

Q I have a 57-plate 2.2 diesel X-TYPE. My problem is the headlight washers do not work. I know the headlights have to be turned on (not in auto mode) and that they only work every sixth operation of the main washers. The windscreen washers themselves work fine, so I assume the switch is okay. Also, the headlight jets are free as they can be pulled out by hand and retract without a problem.

I have removed the pipe under the hood and no water comes out of the headlight pipe when operated. I have blown back down the pipe into the reservoir and bubbles are visible, so I assume there is no blockage. Is it likely to be a pump problem, or electrical?

Graeme Robinson

A The headlamp washer jet unit is pushed out as water is forced into a chamber with a sliding piston onto which the washer jet is attached. The washer pump supplies the pressurised water. Once fully extended, the water is forced out of the jets onto the headlamp. So, if the pump is not working, the jet unit will neither extend nor wash. First check for power at the pump plug with a simple test light. If this proves positive, you can assume that the pump does indeed require replacement.



XJ-S tyre dilemma

Q I have a 1989 XJ-S V12 convertible with front tyres that are wearing down. Currently, the tyres on the car are Pirelli P600 (235/60 VR15) all round, as advised in the handbook. My local Kwik-Fit people tell me that these tyres are no longer available (I am not sure I believe them). What would you advise? The Pirellis on the back wheels are fine and I would like to keep them.

Roger Burt

A Until recently, Kwik-Fit would have been correct as the Pirellis had been discontinued for over a decade. However, in researching this question, we discovered that the manufacturer has recently reintroduced the original equipment 235/60x15 P600 on a limited run basis. Unfortunately, one or two problems present themselves: they cost approximately £280 each and are only occasionally available. Also, by modern standards, they are really not that good in terms of grip or handling. But, if originality is your thing, contact Longstone Tyres (www.longstonetyres.co.uk; 01302 714072) to determine the up-to-date situation.

Tyres have a life span of around five or six years, which is due to structural

degradation rather than actual wear. As a result, they can suffer from failure and the resulting accident might not be covered by your insurance. Therefore, you should consider replacing the full set.

The most economic solution is to employ a set of 225/60x15s from a reputable manufacturer. The level of performance obtained is likely to be superior to the original Pirellis, but the availability of 15in tyres with a suitable load rating is fast diminishing. Therefore, as a long-term solution, you may consider upgrading to 16in or 17in wheels – in the latter case, we have found the early XK8 Revolver wheels (illustrated) to be particularly suitable and easily obtainable due to XK owners upgrading to 18in and 20in.

The next most cost-effective option would be to acquire a set of 16in wheels, as per standard fitment on XJSs from 1993. This would allow for fitment of the more commonly available higher-performance 225/60x16 tyres. For enhanced road holding, handling and aesthetics, we suggest employing the 17in XK8 wheels wrapped in suitable 235/50x17 covers.

Any alteration in tyre size will result in changes to the gearing and speedo/trip computer calibration, which will be minimal in all the above cases (the speedo

can additionally be checked by the use of an aftermarket sat-nav).

For reference, the following rolling diameters apply, all well within reasonable and legal levels of error:

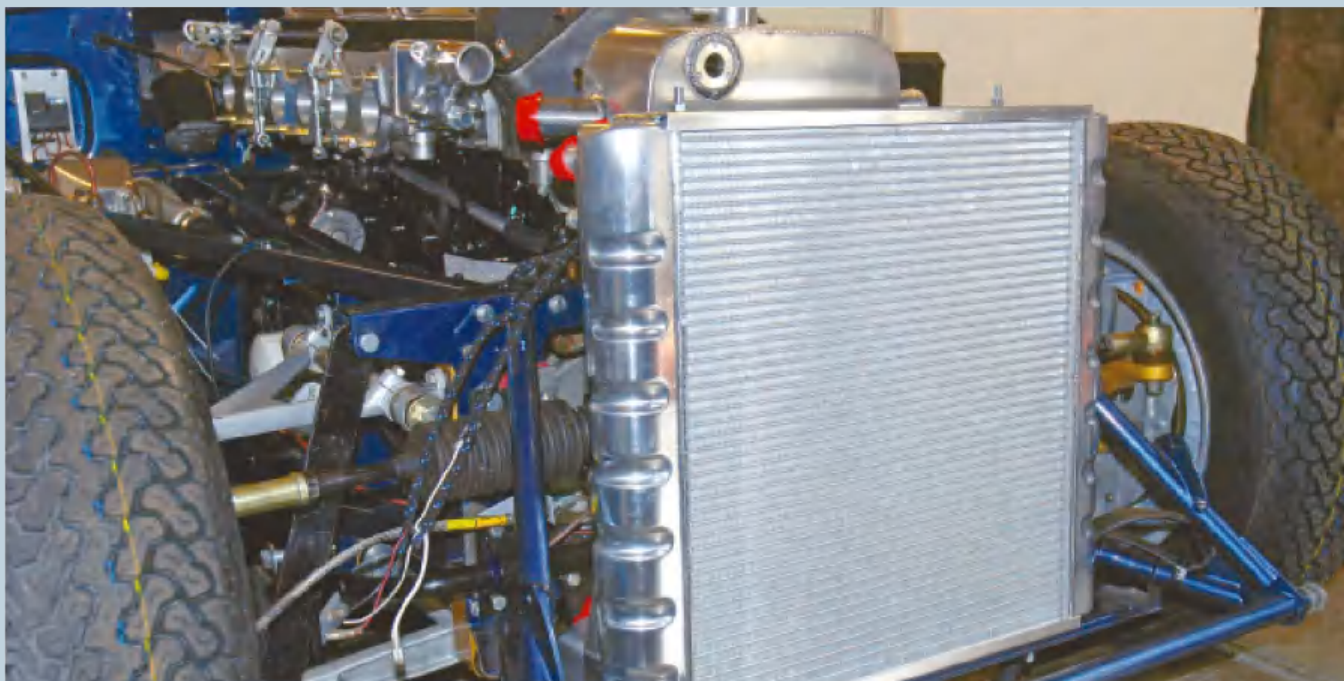
235/60x15: 660mm
225/60x15: 650mm
225/60x16: 670mm
235/50x17: 668mm

Incidentally, both types of wheel suggested will use your existing wheel nuts and centre caps.



Our technical experts are ready to give you help and advice on any problem. If your question is a particularly complex one, it may take time to respond, and in some circumstances it may be beyond our resources to do so. In this unlikely event, we will let you know. Please allow up to three months for a response via the magazine. Personal responses can be given, but at our discretion. Fax: (FAO Jaguar World Q&As): +44 (0)1959 541400 Email: jwm.questions@kelsey.co.uk
Post (enclosing an SAE): Jaguar World Q&As, Kelsey Publishing Group, PO Box 13, Westerham, Kent TN16 3WT, England.

JW would like to thank Martin Pike of Classic Engineering, (01992 788967) Kevin Brackley of Chiltern of Bovingdon (01442 832932) and Tom Lenthall of Tom Lenthall Ltd (01189 762899)



SO COOL

We look into the best way to keep our modified E-type cool

WORDS AND PHOTOGRAPHY **JIM PATTEN**

Marginal. It's a word we often use for the classic Jaguar cooling system and for good reason, too. Vagaries of time can plague a poorly treated engine. I adopted the term *automotive angina* some years back, as it seemed the best way to explain what happens inside an engine's cooling system. Water mixed with the traditional blue-type anti-freeze (and its rust inhibitor) is good if changed bi-annually. Of course, replenishment rarely happens and so the mix separates, freeing the water to corrode the system. Silt forms, hardens and sticks to various surfaces and the rest moves on to clog the radiator.

Rid the system of water and the corrosion goes, too. Various waterless options are available, but we like Evans 180 (180 refers to the boiling point), a virtual fit for life, with no risk of corrosion or freezing. It doesn't mix with water, though, and Prep Fluid has to be used first to remove any contaminants. Perhaps the weakest links in the chain are the hoses. Make no mistake, Evans is expensive, and a split hose will dump over £200 of fluid onto the tarmac. So fit the very best hoses available.

We've opted for Samco Classic. These silicone hoses are well proven and will take up to 250degC. They come supplied with the correct clips, too, with rolled edges and smooth inners to prevent damage. The original Jaguar cooling design does offer some restrictions, but some significant changes can be adopted. Many fit aluminium

radiators with a high-capacity core, which in itself is okay provided that the engine block is completely clean – or silt deposits will soon clog that lovely new radiator. And, as we have learnt from NAR, just fitting a high-capacity core isn't the answer.

With years of experience as original equipment suppliers to Aston Martin and after-market to Jaguar, NAR has the knowledge we need. Working with the military in hot, hostile, war zones, has given the company a unique insight into hot engines. Try cooling a military vehicle covered in heavy armour plate while outside temperatures reach 52degC. Somehow, an E-type having a blast in Italy seems very tame. Robert Goodwin summarised it as follows,

"In the engineering world, some call engine cooling a black art. But, in truth, it's a lot more scientific than might be thought. The best cooling systems are well balanced and consist of the following ingredients to perform well:

- 1 Ambient air must travel through the grille with no exit route around the edges**
- 2 Once through the grille, the air has to be directed to the core of the radiator**
- 3 The core type is dependent on the fan selection, as each fan has a design point, which controls the amount of air it can move (cubic feet per minute)**
- 4 The exit air from the radiator has to be free to leave the engine bay."**

Even with the best aluminium radiator on the market with the capability to remove 100kw of heat, a fan to match the radiator performance is needed – without it, the gain would be small and – in some conditions such as stationary or slow-moving traffic – higher engine temperatures will result than with a standard radiator.

Another point to consider is air-conditioning. The condenser is mounted in front of the radiator. In hot conditions, the exit heat from the condenser will raise the top hose temperature by 4-6degC. Unnoticed on a modern Jaguar, it could be critical on a classic.

After some serious deliberation, we've decided to try fuel injection. Mangoletsi has linked up with Emerald to supply the complete service. Not content with providing an impressive manifold with correctly balanced vacuum take-offs, the best possible position for the injectors and the company's fabulous throttle pedal housing and linkage, the thermostat housing has been completely redesigned, too.

John Mangoletsi, with his background in cooling from both automotive and marine, recognised the shortfalls in 3.8 and early 4.2 E-types where the sliding skirt thermostat system should have closed off a by-pass slot in the manifold after warm up. However, the gap between the skirt and the slot is so great that it never fully closes the bleed off to the thermostat by-pass, leading to over-heating and erratic warm up.

Later 4.2s had an end-on thermostat with a plunger and a spring-loaded disc to close the by-pass hole. It's a good concept, but the travel to fully close off the by-pass is minimal and can lead to rising temperatures. While the standard Jaguar system is marginal, it is effective enough if

everything is perfect, but marginal simply isn't good enough for an injected car. There are three principles to adhere to: a thermostat that does not close the by-pass fully can lead to an overheating engine; incorrect temperatures from start-up adversely affect warm-up and driveability; and with fuel injection it is essential to ensure a stable and consistent temperature gradient to enable the mapping to provide the correct fuelling for optimum cold start, driveability and emissions.

The Mangoletsi manifold features a 'snorkel' that plugs out of sight into the thermostat housing with the thermostat positively located by a sleeve, which counters the stroke of the plunger/disc assembly in relation to the snorkel. When the coolant is cold and the thermostat is closed, this transfers the coolant through the by-pass pipe until working temperature

is reached. Then, the spring-loaded plunger fully extends and closes the by-pass.

We're using the Series 2 E-type water pump with the larger 3in impeller. If fitting to an existing Series 1 engine, then the timing chain cover will need to be modified to the later pattern too, as the void in which the impeller turns has to be enlarged. Fortunately, those used on a military engine are perfect and, being military, there will be no corrosion. SNG Barratt holds good stock. It isn't a simple fit, though, as the cover will have to be fitted to the engine block first and then the block face and cover machined to match.

Some replacement bulkhead heater transfer pipes are dire and simply not fit for purpose. The pipes cannot be easily made from stainless steel as the bottom pipe has such an acute bend that the material resists. NAR use regular steel to match the original

but plated for protection. We had an inferior pipe and simply could not get it installed, so we bought the NAR pipes. Look at the image and you'll see why. Bilko uses hank nuts instead of pop-rivets to secure them in place. An image shows how one pipe became damaged when drilling out the rivet.

Some images here have been used before, like the Evans filling the open car. Since the injection has yet to be fitted, we are unable to use fresh images, but the ones shown are sufficient for the exercise.

NEXT MONTH:

A break while the fuel injection is fitted, so we look at fitting the Rob Beere alternator and serpentine drive-belt conversion, plus, fitting an alternative fuel pump



The very worse case of automotive angina. This engine was in recent use



Neglect leads to inevitable corrosion and requires expensive remedial work



Contrast the earlier water pump void (also heavily silted) with the later type where a larger impeller can be used



Image courtesy of SNG Barratt



Image courtesy of SNG Barratt

Series 1 water pump has a 2¾in impeller. The Series 2 is 3in



NAR radiator with built-in cooling fan.



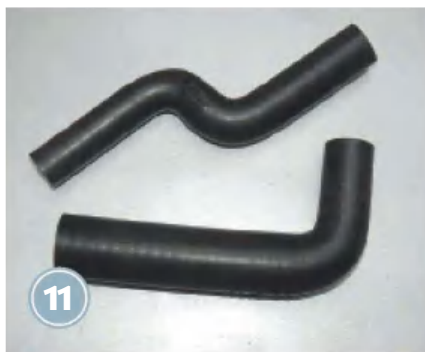
Precise thermo switch operates the fan cut-in and cut-out



Aluminium header tank is made with the facility to hold the standard thermo switch. We blank it off



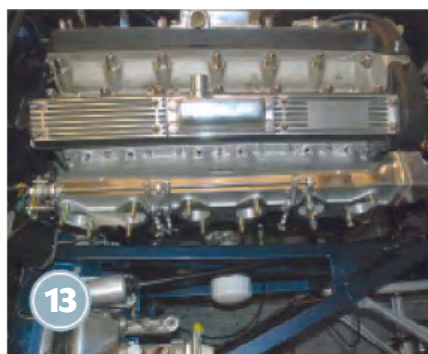
Samco hoses are designed to go the distance



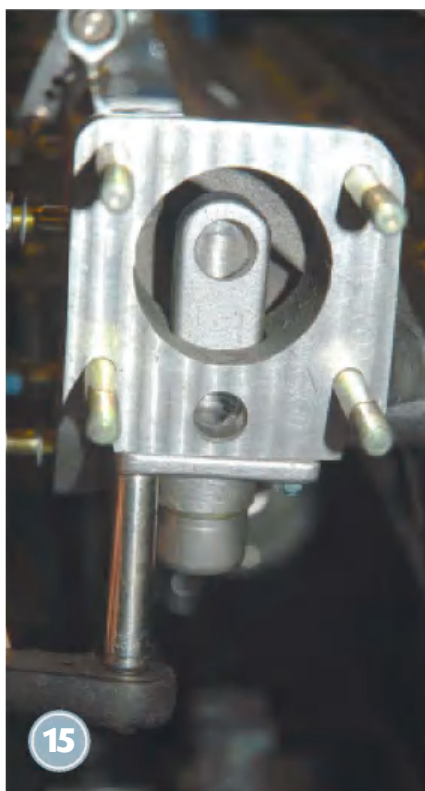
Special hoses are made specifically by Samco for the Mangoletsi manifold



Hose clips are radiused at the edges to protect the silicon hose



Mangoletsi fuel-injected manifold looks fabulous



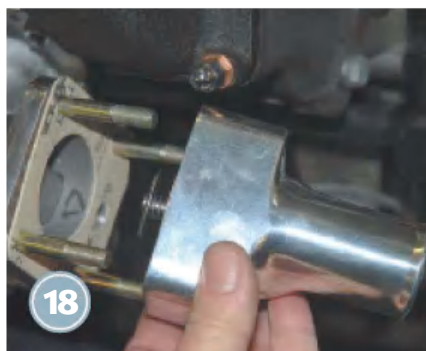
Snorkel is fitted. Note top hole bleeds down through the bottom and away to the radiator



Snorkel is blanked off. A longer screw can be used to block the bleed screw for competition work



Thermostat fits into housing, followed by the spacer



18 Housing now fitted to the manifold ready for the Samco hose



Care should be taken when extracting pipes if they are to be re-used, as the drill can penetrate the pipe



20 An example of some repro heater transfer pipes. Not only do they not fit, but also the bend has closed up



21 Compare a repro pipe, left, to the original, where the bend was not acute enough to allow it to fit



22 Bilko has fitted hank nuts to the bulkhead pipe to avoid pop-rivets



23 These pipes from NAR fit well and are available from most specialists as well as direct



24 The cooling system has to be purged before fitting Evans coolant by using the company's Prep Fluid



25 Once the Prep Fluid has absorbed any water, it is drained and replenished by Evans Classic Cool 180°

GEARBOX



Ignition woes sorted

SNG Barratt has been battling away to remedy the difficulties found within the classic ignition system, perhaps the most notorious being the rotor arm, part number JLM263. Many rotor arms use a rivet to secure the top face, but as our own JP discovered, this has a habit of working loose leaving the car stranded.

SNG Barratt produces a rotor arm that negates the need for the rivet. Exact in every dimension, the brass contact finger is actually moulded securely into the body of the rotor arm at the point of manufacture. This forms a tight bond between the two components, removing the need for a separate securing rivet.

This direct replacement is priced at £3.95 and will outlast its riveted rivals by many miles. Also available are reliable distributor points, part number JLM9520 costing £1.32, with the standard condenser JLM9656 at £2.04. A silicone HT plug lead set completes the package at £73.76.

For complete peace of mind, there is the 123 distributor. After years of use, the mechanical distributor becomes worn and increasingly inaccurate. Although replacement of the standard points with an optical eye or magnetic ignition set-up is an improvement,

it does not compensate for the wear in the advance-mechanism, the distributor shaft and bearings within the distributor itself.

The 123 is a completely new unit replacing the six-cylinder distributors as used in the classic XK range of engines. Using a Bosch distributor cap and rotor arm, this distributor accepts modern push-on plug leads. For the ultimate in flexibility, be it through low-grade fuel or track days, there are 16 different advance curves that can be selected via a little switch. Other features include vacuum-advance, automatic dwell, spark balancing, automatic power-cut, and gearshift retard.

Available as either positive or negative earth, it is priced at £269.40 (inc UK VAT).

Website: www.sngbarratt.com

Sales Office UK

Tel: +44(0)1746 765 432

Email: Sales.uk@sngbarratt.com

Sales Office USA

+1 800 452 4787 (toll free)

Sales.usa@sngbarratt.com

Sales Office France

+33 (0) 3 85 20 14 20

Sales.fr@sngbarratt.com

Sales Office Holland

+31 (0) 13 52 11 552

Sales.nl@sngbarratt.com



Jaguar illustrations

UK illustrator John Tiley has produced a fabulous array of illustrations featuring classic cars, including several Jaguars. The drawings are created digitally in Adobe Photoshop using an electronic pen and tablet, similar to airbrushing. New drawings are constantly uploaded to John's website and canvases start from just £16. John is also happy to take individual commissions, starting from £250.

Email: johnntiley@hotmail.co.uk

Web: www.blackmarque.co.uk

Lighting upgrades

Better Car Lighting has done so many upgrades that it has decided to combine everything together in a suggested upgrade digital leaflet, available free by email. The mini catalogue includes suggestions for LED lighting in various situations from high-powered kits for stop and tail, indicator and number plate lights to convenience kits featuring under bonnet and interior lighting as well as improved instrument lighting packages. Just put your interest in the subject box, for example, E-type catalogue.

Email: enquiries@bettercarlighting.co.uk

Website: www.bettercarlighting.co.uk



E-type fuel pipe

Stevson Motors has been supplying top-quality hydraulic parts, brake and fuel hoses for many years. For the E-type and Mk 2 range, it stocks complete replacement fuel hoses, including the banjo fittings for both the fuel pump and carburettors. Assembled in house to conform to the latest requirements, Stevson can also supply on-offs to any specific request.

Tel: 0121 472 1702

Email: stevsonmotors1@aol.com

Website: www.stevsonmotors.co.uk

XK engine exhaust manifolds

After years of development, XKs Unlimited six-cylinder E-type and XK engine exhaust manifolds are now available. Instead of the original grey iron, these are manufactured from improved ductile iron, a material known for its temperature resistance and dimensional stability. There is a choice of two versions: bare, offering the purchaser a choice of coating, or with a tough ceramic finish.

Ceramic-coated manifolds are first polished to yield a relatively smooth surface and then coated inside and out to limit heat absorption and ensure more heat simply exits the tail pipes. The coating is rated to 1,300 degF and carries a lifetime guarantee (parts only) against corrosion or failure of the adhesion to the manifold. New studs are included, but gaskets are extra. Prices are £93/€133/\$145.95 bare or £256/€365/\$399.95 for ceramic coated.

Another troublesome area are Series 3 E-type rocker switches, but now XKs has started to produce quality replacements. The switches are made by a Lucas sub-contractor and the quality looks good. Available individually or discounted as a set, they cost £23/€32/\$34.95 each or £201/€288/\$314.95 as a set.

Tel: (+0011) 805 544 7864

Email: parts@xkx.com

Website: www.xks.com



Wire wheel offers

As a major supplier of MWS wire wheels, M&C Wilkinson is running a special offer on all applications to include silver painted, chrome or stainless steel. As an example, the standard stainless steel curly hub wheel for Mk 2 and E-type is down from £352.24 to £327.24. Similar reductions are applicable for all models.

Tel: 01777 818061

Email: mike@jaguar-spares-uk.co.uk

Website: www.mandcwilkinson.com



Innovative tap and die holder

If you've experienced the awkwardness of a traditional T-handle when cutting new threads or even chasing and cleaning existing threads, you will like this new holder from Laser Tools. The tap and die holder set (part number 6071) features comfortable grips and an innovative switching function that means the tool is not released to change from clockwise to anti-clockwise direction. Suitable for use in confined conditions, it can be used with most taps and dies within the size range.

Two tap holders are included, M3-M6 and M6-M12; they fit



securely and directly into the ratchet handle. As the cutting operation starts in a clockwise direction, the adjusting handle is flicked up to change to anti-clockwise to relieve the metal swarf build-up. Flicking it down again continues cutting clockwise. A die stock is included together with two screw pitch gauges (metric and SAE), presented in a convenient blow-mould case. Typically priced at £66.30 (+ VAT), but special offers are often available. **Website:** www.lasertools.co.uk

Detailing accessories

WO-WO (Wax On Wax Off) is a new brand offering a range of high-quality car detailing accessories, from lambswool wash mitts to drying towels.

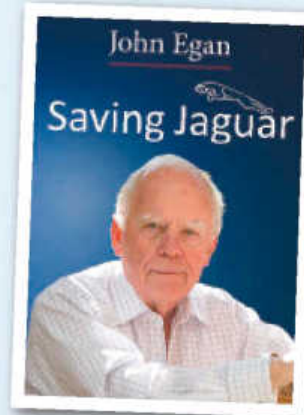
The Wheel Wash Mitt costs £7.99 and can be used on the whole wheel – rims, spokes, face etc. and will trap dirt in its plush microfibre pile so you don't damage your wheels. The £29.99 WO-WO Snow Foam Lance, for the pre-wash stage, can be used with a garden hose.

Finally, the WO-WO Twin Layer Drying Towel (£11.99) will absorb water simply by placing the towel onto paintwork, glass and trims.

Web: www.wo-wo.uk



BOOK REVIEW



Saving Jaguar

By John Egan

Publisher: Porter Press

ISBN: 978-1-907085-31-4

Price: £25.00

For many, this is the book they've been waiting for; the warts-and-all account of Jaguar in the Eighties written by the man at the heart of it all, Sir John Egan.

In early 1980, Jaguar was at its nadir and Egan recounts how he arrived unannounced at Browns Lane on his first day to find a picket line, "One man [...] showed me his bag of tools: 'We are craftsmen – the cars don't fit together without us helping.'"

This is a business rather than an engineering story but nevertheless, we learn how Egan took himself around Jaguar's suppliers, often as badly managed and underinvested as BL itself and demanded improvement, particularly from Lucas whose fuel injection was described as 'Heath Robinson in conception.'

Egan writes well and compellingly: he is refreshingly direct, offers unfashionably trenchant views and is not afraid to admit mistakes. He describes the development of the XJ40 and the pressure to get it onto the market, and admits in retrospect that Jaguar's testing regime was 'naive' and led to faulty early production and expensive warranty bills.

Nicely presented and with a clear typeface, the reader is left feeling the British motor industry might have had a different path had there been more John Egan.

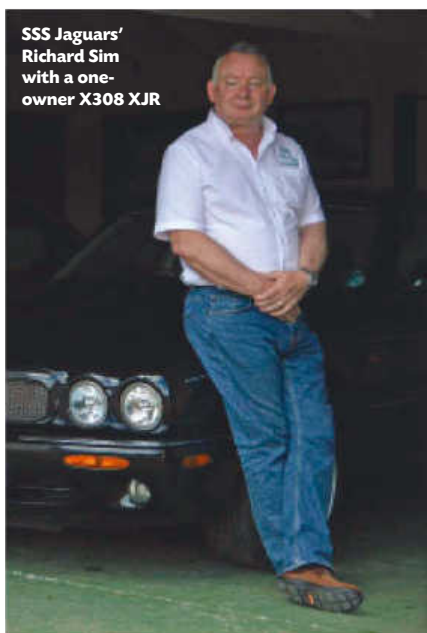


STAYING FOCUSED

Richard Sim specialises in one particular era of Jaguar: those made between 1995 and 2005. We visit his Kent premises to discover more

WORDS AND PHOTOGRAPHY PAUL WALTON

SSS Jaguars' Richard Sim with a one-owner X308 XJR



Some used-car dealers prefer the high-volume market, filling their forecourts with as many cars as possible. Some go down the more exclusive, high-end route that results in selling fewer cars but at a higher price. Richard Sim from SSS Jaguars does neither of these, preferring instead to concentrate on cars that he likes. These are mainly the final generation of steel-bodied Jaguars, those cars built between 1995 and 2005, especially X100 XKs and X300 and X308 XJs. As a result, he has become a well-known and respected specialist for these models.

Richard explains, "We try not to stock cars registered after March 23, 2006 when changes in how road tax is calculated took place, because the type of people that buy the cars are often low-mileage users and can't justify the higher tax."

Richard has been in the motor industry

since 1984, initially in salvage, buying and selling damaged cars from the insurance companies, before moving into straight car sales. But by 2008 his interest in selling Ford Fiestas and Vauxhall Corsas had begun to wane and he was looking for something he enjoyed. "I don't have the patience for tyre kickers or for people who say they just have another 17 to see."

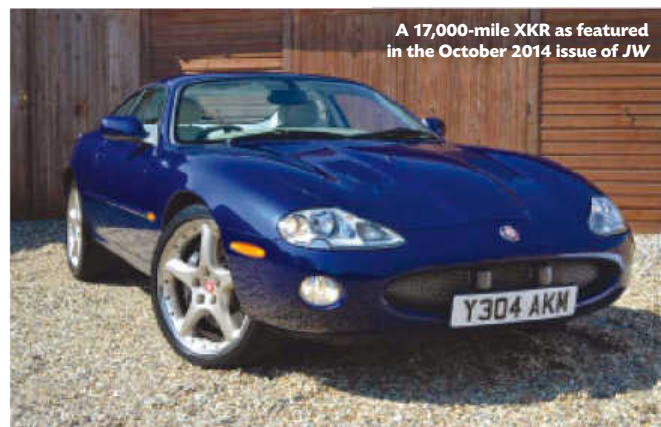
And then fate intervened

"I was talking to a senior salesman at a Jaguar dealership one day who suggested I should buy some of his part exchanges. My initial thought was, 'Why on earth would I want to do that?' Through the years, we'd seen the XJ become less and less reliable and didn't want to become part of that."

Yet despite his worries Richard bought a couple of X300s and he soon realised what good cars they are. "There's no other car that when they're good they're very good,



The one-owner X308 XJR Richard had for sale at the time of our visit



A 17,000-mile XKR as featured in the October 2014 issue of JW

and when they're bad they're awful", he says. "A Fiesta is a Fiesta, whereas a good X300 for example really stands out."

More importantly, Richard enjoyed himself and began specialising in this era of car. Today, he will travel anywhere in the UK to buy the right X300, X308 or X100.

I ask if he's ever been tempted to venture into different markets. "Not with the XJ40," he says quickly. "They were such a problem when new, suffering from dreadful rust on all four corners, that it's a car I try to avoid. The small, 2.9-litre engine was also disappointing and many cars have a low spec, missing air conditioning and leather."

Previous dealings with the XJ-S have been equally unfortunate. "When I was in the salvage business my partner had one and it always smelled of petrol. I said to him one day, 'Where is that smell coming from?' and so I lifted the back seat and there was two inches of petrol where the base of the fuel tank had perforated due to corrosion." Due to this experience he tries to stay away from the car, preferring instead more reliable models.

"I like cars that can be driven," he explains. "The 300 is my favourite. Take my own X300 XJR – I haven't turned the key in three months but I know if I reconnected

the battery it will start. Later cars have more and more electronics; there are even big differences between the X300 and X308. You cannot leave these later cars in the garage for long periods otherwise they simply won't go, the dashboard filled with warning lights."

He also has no interest in more classic models either realising from the start the market is saturated with E-type and Mk 2 specialists. "There is no point in my book to be second or third in a market if you're trying to do something like this." So Richard works hard at maintaining a car's originality and presentation, only offering the very best cars with excellent service history to complete the package of the car. Richard also enjoys knowing the cars he sells are good value. "An X308 XJR is now ten percent of its original cost whereas with an E-type the sky is the limit."

Due to specialising in these cars and his eye for detail, spending, in his words, whatever it costs to get the car right before it sells, main dealers and private owners offer him cars with unique histories, such as the 17,000-mile X100 XKR we featured in the October 2014 issue of JW and the one-owner XJR he had for sale on the day of my visit. "To go and buy something and not spend the money on it is



Richard in front of a picture of his own X300 XJR from a previous Jaguar World photoshoot

pointless. When the cars leave here they have to match their history."

Richard has a set of rules when replacing stock: no car over 100,000 miles (unless it was one owner from new or in good condition, such as the 206,000-mile XKR we featured in the February 2012 issue of JW), as few owners as possible, and a full service history is essential.

Richard isn't just choosy about the cars he sells, but who he sells them to as well. Appreciating the cars as he does, Richard admits that he has refused to sell cars to customers because of their future plans for them. "A few years ago, I had a 1998 XK8 with just 15,000 miles, two previous owners and a beautiful history. A chap rang up and said it was the same specification as his current car that he used every day and had covered 140,000 miles. I said mine had been sold."

Focusing on a very niche area of the market might not be big business and Richard is the first to admit he's a low-volume dealer. He just specialises in the cars he loves and only dealing with likeminded people, and he wouldn't have it any other way. 📺



Richard does occasionally sell other models such as this 2007 S-TYPE R

SSS Jaguars

Ulcombe, Maidstone
Kent ME17 1HD
Tel: 01622 844608
www.sssjaguars.co.uk

ONE YOU CAN BUY



XK8 4.2

Year: 2003

Mileage: 37,833

Price: £17,995

Contact: Arun Ltd, West Sussex

Tel: 01798 874477

www.arunltd.com

A decade after production finished, the XK8 4.2 convertible remains a highly competent car. With its film-star looks, eager V8 engine yet practical interior, it's not surprising that good examples are popular with both Jaguar enthusiasts and those who simply know a good car when they see one.



Arun's car is a fine example of the breed. The only cosmetic faults evident are a light scuff on the nearside flank and a perished window seal; these problems are easily remedied.

With lower-than-average mileage and only two owners from new, the service book bears witness to careful ownership: originally belonging to Jaguar's company fleet administrators, much of the major servicing work was completed by Guy Salmon (a main agent). You'll find its rubber stamps as late as 2008 in the car's history. After that, the second owner took it to an independent specialist.

With a piano wood finish on the dashboard, the interior is in excellent condition – the pale hide is free from major creases, nicks or cuts. The electric adjustments also work to their limits, and the days of frangible Lucas components are a thing of the past. The same can be said of the electric hood – it unfurls as it should, disappearing into the powered tonneau without difficulty, and the glass screen is unmarked.

Despite the insulation and pliant ride, there's a capable chassis beneath

you, which belies the rubber band 45 section profile of the original equipment Continental Sport Contact tyres. The steering, although heavily boosted, is accurate nonetheless – the XK8 can cover ground extremely quickly as befits its remit as a grand tourer. Most drivers would run out of talent long before the car itself would run out of grip, and there's the added bonus of traction control to rein things in further.

You'll find it is better to hear the efforts of that 4.2-litre V8 when the hood is down. It is rather muffled with the hood in place as soundproofing smothers much of the soundtrack low down – with 32 valves, this engine needs revs to perform. The

ZF 6HP26 is a willing ally: sports mode or not, upshifts remain unerringly smooth. Make use of that J-gate and you can punch through ratios without the tiresome matter of having to exercise your left foot.

Touring in this car would be a pleasure. There's also enough performance (if not feedback) to satisfy most enthusiasts.



VERDICT

Arun's low-mileage XK8 is a tempting proposition at £17,995. Serviced and maintained, BT53 NLE should easily run into a six-figure mileage without any undue expense. Remember, this is a Jaguar that benefitted from Ford's quality control regimens – everything functions as it should without cause for future concern. Arun's general manager, Will Gooda, is happy to sort the scuff on the nearside flank within the advertised price.

With a private plate, this is an XK8 that would sit happily either on the drive or on a show field without betraying the age of its underpinnings.

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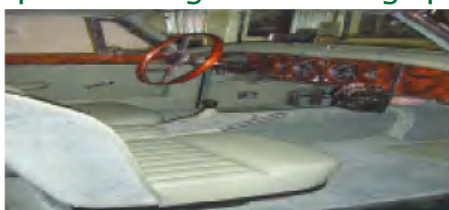


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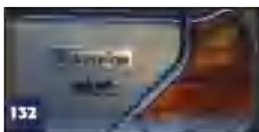
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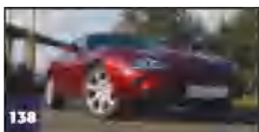
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E-TYPE



1965, £21,500. Replica. Genuine Jaguar Parts. 3.4 Jaguar Engine. Northern Ireland. 07801 837799 (HP)

E-TYPE



1969, 63,000 miles, £0 offers invited. LHD car painted in the colour Sable and was first registered on the 12th Feb 1969 with the registration number UDU899G as can be seen on the export document. The car was converted to RHD and resprayed in opalescent dark green. The engine and mechanicals as can be seen by the pictures were rebuilt by John Arnold of Revival Motorsport. Derbyshire. 07770 357253 (HP)

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MK 2



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V8 250



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S-type, 420, Daimler Sovereign 63-69 for sale



1968, £6,500 ono. Good condition solid car underneath 4 months MoT. Starts and drives engine needs attention interior needs attention many new parts and receipts loads of money spent. West Midlands. 07455 255455 (HP)

XJ6 S1, S2, S3 & Daimler for sale

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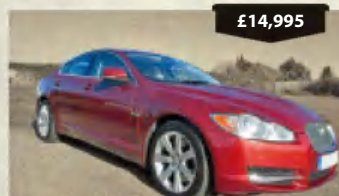
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XJ6



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1978, 93,827 miles, £4,999. 4.2 Coupe. With Elec Sunroof. Ideal rolling restoration or use as it is, complete car, been stood 4 years so no MoT or Tax, running, just drove 200 miles, car is complete and rare spec. Brentford. 07453 055376

XJS



1992, 135,000 miles, £3,500. 5 speed manual. Kingfisher blue. Recently undergone major surgery G/H/GSKT. Replacement front subframe. Wheel bearings. Anti roll bar rubbers, tyre, 10,000 mls service and MoT. Now sound in wind and limbs. Ex / Condition. 01817 475489

XJ6



1984, £POA. Auto 3.4 Non runner at the moment but would not take to much to get it running possibly a new electric pump. The car has been stored for the last twenty years so in good nick, please note the car is in Hebden Bridge, please ring for price and details. West Yorkshire. 01422 845360 (HP)

XJ6 SERIES 2



1978, 32,168 miles, £12,895. 4.2 auto. Full history and in resplendent condition. A detailed description can be seen at www.cathedral-classics.com. The car is in Germany with the price. Including shipment to the UK and a new MoT. (T). Germany. Contact Stewart on +49 172 5238415 (HP)

XJ6 SOVEREIGN



1986, 86,000 miles, £6,995. 4.2 ltr - Dual fuel with LPG Auto gas tank in boot so 1/2 price motoring. Virtually rust free, this Jaguar is rare and collectible - "a classic investment" as quoted recently by Quentin Wilson on "The Classic Car Show". Lots of documentation and service history information. Surrey. 07500 771520

XJC



1977, £2,250. Rare factory manual overdrive. Off road many years for restoration. 07881 817372

XJS for sale

THE XJS REBORN



KWEGCARS.COM 01635 300330

CELEBRATION CONVERTIBLE 2+2



1996, 90,000 miles, £13,900 ono.
4 litre auto. Dark green, magnolia. MoT May 2016. Lincolnshire. 01673 842672 (RB)

XJRS

1991, £5,995. 6 litre. Black. Unfinished race project tubular manifolds, side exhausts, 4 speed Jaguar manual box, new clutchout board vented discs, speedline wheels with excellent tyres, roll cage custom made water rails, twin electric fans, ready for track days comes with interior, auto gearbox. Hertfordshire. 07711 366011 (HP)

XJS



1988, 84,000 miles, £3,995 ono. Coupe auto. This car looks great in new glazier white paintwork. It has done full service history. The interior is in beige leather. Garaged. It drives perfectly 30mpg on cruise control. MoT till Oct. 2015. Berkshire. 07848 033780

XJS



36,000 miles, £0 open to offers around £16,000. 4Ltr. Convertible to make room for a new Jaguar. Can be seen at the JDC national day event on 2nd August at Wroxall Abbey. steeld@parliament.uk

XJS



1997, 173,241 miles, £1,295. 1 owner since 2 years old, drives amazing, poor paint finish and few parking dings, ideal use as it is or donor for a kit car. 07453 055376

XJS



1994, 97,000 miles, £POA. The car is an outstanding example finished in superb metallic burgundy with beautiful original cream leather trim. This is probably one of the best example on the market. The car drive fault less and a pleasure to drive. Full MoT with no advisory. Air-conditioning, cruise control, electric seats, electric mirrors, remote locking, etc. The private plate is not in the sale. London. 07722 057129 (HP)

XJS



1991, £5800. Excellent condition, seats in excellent condition except driver side piping showing. Paintwork is spot on, engine is sweet, runs beautifully except a few little knocks when driving due to old bushes that need replacing (you must see this car to appreciate it) underneath looks all good. This car will only require minimal work if any. Worcestershire. 07742 668558 (HP)

XJS



1996, 112,000 miles, £9,995. 4lt Celebration Coupe. Very good condition, really well looked after, a rear eye turner, Im retiring so it's got to go. Hertfordshire. 07878 373191 (HP)

XJS 4.0 COUPE AUTO



1993, 52,000 miles, £5,500. Platinum Silver with Isis trim, virtually unmarked. Runs and drives as a Jaguar should. Two owners since first registered to Caffyn Jaguar with its distinctive registration number K555XXX. Low mileage supported by service history. 12 months MoT and its original tool box and handbooks. A truly fine example of a superb motor car. Essex. 01702 230699 (HP)

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FOR SALE

Ladies & Gentlemen, this stunning Jaguar XJS 5.3 automatic. One owner from new, 19650 miles Genuine Mileage.

Chamonix White with Red Interior, the car has been stored for a period of 15 years. Never seen snow & has been in wet weather 4 times. All the MOT certificates will be available with the car and 12 months M.O.T from the 1st August. This car has cruise control fitted at a Jaguar main dealer and has had the complete Dynatrol Treatment.

I believe this Jaguar XJS is the only car in this country with the details as described as if coming off a Jaguar production line, and the finest example. I have no choice but to find a new owner for this one off Jaguar XJS. Please place your offer and do not insult a persons intelligence with an offer which is not in line with the above XJS.

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01484 606540 and is a facsimile.**

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Jaguar XK 4.2 2dr 2006 (06). 43,000 miles, 4.2L, Petrol, Automatic, Convertible, Grey, Service history, Satellite Navigation, Climate Control, Cruise Control, Parking Aid (Rear), Seats Heated (Driver/Passenger/Rear), Alarm, Computer (Driver Information System), Electric Windows (Front/Rear), In Car Entertainment (Radio/CD/MP3/CD Autochanger), 20" Senta Alloys, Keyless Entry, Warm Charcoal Leather, Bluetooth, Alpine Music System. 4 seats, Metallic Slate **£21,995**



Jaguar XK 4.2 2dr 2006 (06) 53,000 miles, 4.2L, Petrol, Automatic, Convertible, Grey, Service history, Satellite Navigation, Climate Control, Cruise Control, Parking Aid (Rear), Seats Heated (Driver/Passenger/Rear), Alarm, Computer (Driver Information System), Electric Windows (Front/Rear), In Car Entertainment (Radio/CD/MP3/CD Autochanger), Upholstery Leather, 20" Senta Alloys, CATS suspension, Cruise control, Central locking, Bluetooth, Warm Charcoal leather seats, 4 seats, Metallic Quartz **£20,995**



Jaguar XJ 2.7 TDV Executive 4dr 2009 (59) 59,000 miles, 2.7L, Diesel, Automatic, Saloon, Blue, Satellite Navigation, Climate Control, Cruise Control, Alarm, Alloy Wheels, Computer, Electric Windows, Heated Front Screen, In Car Entertainment, Rain Sensor, Seats Electric, Telephone Equipment, Barley Leather, Bluetooth, Heated seats, Cup Holder, Front and Rear Parking Sensors, Burr Walnut Dashboard. 5 seats, Metallic Frost **£15,995**



Jaguar XK 4.2 2dr *HUGE SPEC, STUNNING* 2006 (06) 67,000 miles, 4.2L, Petrol, Automatic, Convertible, Silver, FSH, Satellite Navigation, Climate Control, Cruise Control, Alarm, Computer (Driver Information System), Electric Windows (Front/Rear), Upholstery Leather, Airbags, Remote Central locking, CD Player, Heated seats, Power steering, 20" Senta Alloys, Bluetooth, Traction control, Electric windows, Air conditioning, Upgraded Brakes with Red Brake Calipers, Keyless Entry, Classic Burr Walnut, Adaptive Front Lighting, Tyre Pressure Monitor, Front and Rear Park Aid, Jaguar Premium Sound Music System, Folding Mirrors, 4 seats, Metallic Liquid .. **£20,995**



Jaguar XJ 2.7 TD Sovereign (LWB) 4dr Full Jag S/history Rear DVD 2007 (56) 73,000 miles, 2.7L, Diesel, Automatic, Saloon, Blue, Satellite Navigation, Climate Control, Cruise Control, Parking Aid (Front/Rear), Seats Heated (Driver/Passenger/Rear), Voice Activated Controls, Alarm, Alloy Wheels (19in), Computer, Electric Windows (Front/Rear), Heated Front Screen, In Car Entertainment (Radio/CD/CD Autochanger), Paint Metallic, Rain Sensor, Seats Electric (Memory Driver), Telephone Equipment, Rear Entertainment Including DVD Screens, Ivory Leather Piped Charcoal, Rear Picnic Tables, Full Jaguar Service History. 5 seats, Metallic Indigo **£12,995**

XK Section

Jaguar XK 4.2 2dr 2006 (06) 67,000 miles, 4.2L, Petrol, Automatic, Convertible, Blue, Satellite Navigation, Climate Control, Cruise Control, Alarm, Computer (Driver Information System), Upholstery Leather, Ivory Leather Interior, Airbags, Central locking, CD Player, Air conditioning, Heated seats, 20" Senta Alloys, Jaguar Premium Sound Music System, Front and Rear Park Aid, Electric windows, Power steering. 4 seats, Metallic Zircon Blue **£20,995**

Jaguar XK 4.2 2dr 2007 (07)

105,000 miles, 4.2L, Petrol, Automatic, Coupe, Grey, Full service history, Air conditioning, Alarm, CD Player, Parking aid, Heated seats, Satellite navigation, Xenon Headlights, Rain sensing wipers, Airbags, Bluetooth, Warm Charcoal Leather, 18" Venus Alloys, Cup Holder, Headlight Powerwash, Tracker. 4 seats, Metallic Slate **£13,995**

Jaguar XK 4.2 2dr 2007 (07)

48,000 miles, 4.2L, Petrol, Automatic, Convertible, Blue/Metallic Frost, Full

service history, 3x3 point rear seat belts, Air conditioning, Airbags, Alarm, CD Player, Central locking, Child locks & Isofix system, Cruise control, Electric door mirrors, Electric windows, Heated seats, Height adjustable driver's seat, Immobiliser, Parking aid, Power steering, Radio, Remote central locking, Satellite navigation, Traction control, Ivory Leather Interior, 20" Senta Alloys, Front and Rear Parking Sensors, Folding Mirrors, Blue Mohair Power Hood, 4 seats **£22,995**

XJ Section

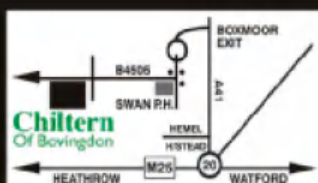
Jaguar XJ 2.7 TDV Sovereign 4dr (LWB) * Very Rare* 2008 (58)

70,000 miles, 2.7L, Diesel, Automatic, Saloon, Black/Ebony, Service history, Satellite Navigation, Climate Control, Cruise Control, Parking Aid, Voice Activated Controls, Alarm, Computer, Electric Windows, Heated Front Screen, In Car Entertainment, Paint Metallic, Rain Sensor, Seats Electric, Telephone Equipment, Upholstery Leather, CD Player, Central locking, Heated seats, Rouched Softgrain Ivory Leather piped Mocha, Rain Sensing Wipers, Headlamp

Powerwash, 19" Polaris Alloys, Xenon Headlights, Rear Multimedia/ Dvd screens, Burr Walnut Veneer, 5 seats **£15,995**

Jaguar XJ 3.0 XJ6 Sport 4dr * SUNROOF * 2003 (53)

81,000 miles, 3.0L, Petrol, Automatic, Saloon, Green, Service history, Climate Control, Cruise Control, Parking Aid, Alarm, Alloy Wheels, Computer, Electric Windows, In Car Entertainment, Seats Electric, Heated seats, Parking aid, Satellite navigation, Central locking, Sunroof, Telephone, Ivory Leather Seats. 5 seats, Metallic Jaguar Racing **£6,995**



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XJS 5.3 HE



1988, 110,000 miles, £1,500 ono. The car has been stood on stands since 2004. I have just fitted a new fuel pump relay and freed off the distributor weights, and car now starts and drives. Full service history and the front subframe was replaced for a new one back in 2000. Does start and run, but some rust behind bumper and on rear arches. Roof lining was sagging so was removed. Will need to be trailer away. London. 07976 606808 (HP)

XJS C



1987, 77,200 miles, £8,500. Number 72 of only 103, 3.6 Automatic cabriolets made. This car is very special as it comes with its original factory Hard Top, Tonneau cover, 16 Stamps in service book Dealers and Jaguar specialist, all MoT. Has just been tested with no advisory's and is rock solid underneath. The engine and gearbox are very smooth, with excellent oil pressure. Yorkshire. 07831 237343 (HP)

XJS CONVERTIBLE



1992, £12,000 offers. Exceptional condition for age, colour navy blue with cream upholstery, 4000cc petrol automatic, full service history, has to be seen. Lincolnshire. 07778 029628 or 01208 362797

XJS COUPE

1992, 79,000 miles, £4,000. Silver Frost met. Unmarked grey leather. Ex Jersey car with full MoT, no rust issues, good solid car in really nice condition. Full respray in 2011, little used since recent service. Ramp to inspect if desired. Call for more information. North Yorkshire. 01757 288286

XJS HE



1983, £3,500. Auto V12 Sports in red. The car would come with a years MoT. Essex. 01702 290433

XJS SPORTS



1996, 102,000 miles, £6,995. Blue Jaguar XJS Sports 4.0 Automatic. Very good condition. Full service history. MoT till Nov 2015. Essex. 07850 277694

XJS-C

1986, £5,495 offers invited. Rare LPG gas converted 3.6 5 speed manual Tagra roof finished in metallic red with a lovely contrast magnolia leather interior. Will be sold with a fresh 12 months MoT. Advantage: very cheap to run because she has been converted to LPG gas, an excellent saving on driving costs. Drives and sounds excellent looks outstanding a real eye catcher. Yorkshire. 07846 109646 / 07838 385789 (HP)

XJ6 (XJ40) & Daimler 86-94 for sale

SOVEREIGN



1993, 125,000 miles, £0 offers. Unique Spec. Amethyst Blue, 2tone Pale & Dark stone leather including dashboard, parcel shelf, headlining etc. All original handbooks and tool kit. Swaps considered. Gatwick. 07729 393302 / 02075 253575

SOVEREIGN AUTO



1988, 50,000 miles, £995. (E Reg) Automatic 4 Door Saloon Blue 3590cc MoT till October 2015 (No advisory) Beige Leather Interior. Sittingbourne. 07860 723723

SOVEREIGN XJ6



1993, 150,000 miles, £1,295. Lwb 3.2 litre 1993 (L) personalised number. Metallic magenta with cream leather piped in red, and apart from a few minor scratches here and there the paintwork is very good. The front suspension has had a recent overhaul and the mechanics are excellent. There were no advisories on the MoT which runs until October 2015. The one negative is the rear offside bumper blade is badly pitted. West Midlands. 07951 361719 or 02476 160817 (HP)

XJ40



1990, 29,500 miles, £3,500 ono. Automatic, 4 door saloon. Cream leather interior and walnut dashlight green. 2.9L Engine. New Battery Full MoT from middle March 2015. Petrol. Well looked after car, running well, genuine reason for sale. Northern Ireland. 07773 358654 (HP)

XJ6



1994, 120,000 miles, £950. Kingfisher blue. The interior is in good condition with lovely grey leathers with nice red carpets. It has a few months Tax and the MoT is up in June 2015. The car is in overall good condition with a few dents and scratches here and there. Engine and gearbox is very strong and it pulls like a train. The passenger front door handle needs replacing its come loose. Northamptonshire. 07411 994542 (HP)

XJ40

1993, £1,250. Lovely thing. All works. Needs loving home as I have bought an aluminium super 8. Mileage some 170k but difficult to believe. Quad lamps not the horrible big square things. 02085 249001 / 07930 116167

XJ6 GOLD EDITION



1994, 31,084 miles, £5,696. This amazing low mileage example is offered with full Jaguar history and is a credit to its previous owners. The interior, in particular, is superb. The car is in Germany. Price includes shipping to the UK. MoT current until July but will be offered new. A detailed description can be seen at www.cathedral-classics.com or contact Stewart (T). +49 172 5238415 (HP)

XJ6 4.2 AUTO



1994, 72,174 miles, £12,895. Registered in 1978 with on 37 4.2's built in that year. The car is in Germany with the price including shipment to the UK and a new MoT. Sensibly priced to be simply used and enjoyed - or invested. Be quick...! A detailed description can be seen at www.cathedral-classics.com or contact Stewart (T). +49 172 5238415 (HP)

XJ6 (X300) & Daimler 94-97 for sale



1996, 85,927 miles, £5,999. Stunning Daimler, beautiful colour and condition having been garaged kept, no rust, over 100 pics online, please email or call for more info. 07562 710769

SUPER V8



1999, 76,500 miles, £5,459 no offers. Metallic blue, oatmeal interior, from new, full service history, 15 stamps in service book, mostly by Jaguar dealers/specialists, treasure car in immaculate condition inside and out. All invoices and bills from 2,008 retained. Must be one of the very best. terelattanzio@hotmail.com

XJ SPORT



1998, 128,623 miles, £1,500 ono. V8/3.2 auto, Carnival red, cream leather interior, 17in alloy wheels with almost new Avon ZZ3 235/50ZR tyres, 6 stack CD, car phone, new front disc and new pads all round, new engine fitted under warranty at 80,000 miles, MoT 21-09-2015. Devon. 01803 664779

XJ6



1996, 85,297 miles, £2,999. 3.2 FSH. Stunning original Jaguar, very good condition. Ready to take to shows, any inspection welcome, and warranty included. 07922 130969

XJ6 SPORT



1993, 107,000 miles, £950 offers invited. T has a valid MoT certificate which doesn't run out until September. Starts and drives like a dream. It comes with Jaguar service history up to 68,000 miles and the last owner had her for 12 years and was a qualified mechanic who serviced and maintained her himself every year. West Midlands. 07891 431533 (HP)

XJ6 SPORT



1994, 28,000 miles, £4,995. In turquoise metallic with grey leather. Only done 28,000 miles from new, same owner for last 17 years. Lovely car, drives excellent, full service history, all old MoTs and bills, 2 keys, and all original booklets. Lancashire. 07935 369986 (HP)

XJ6 AUTO X300



1995, 76,000 miles, £2,250. Long MoT. Excellent condition inside and out. Jag's chrome wheels. Dry storage for the last 8 years. Recent £1,000 check over. Herts. 01923 819160 (PB)

XJ6 X300



1996, 128,000 miles, £2,895. Sapphire blue, oatmeal leather, 3.2 Sport, fully serviced, history file from day 1, electric sun roof, Pirellis all round, newish battery, MoT to December, in very good condition, 3 former keepers. Yorkshire. 01937 843953

XK8 & XKR for sale

XKR-S 4.2 SUPERCHARGED



Paramount tuned to 500bhp, 79,000 mileage with history, just had full service including gearbox oil and filter, in Pacific Blue with Grey leather, MoT May 2016, private plate is sold with the car. Very rare and bargain at £11,950. Please tel: 01652 650168 or 07889 195122

WANTED!!!



XK8/XKR and XJ Saloons 2003-09, XF/XFR, S-Type 05-09, XJS Coupe/Convertible and Series 3 XJ6/12. For a discreet and effective nationwide service either purchase or commission, please contact WYN THOMAS JAGUAR (Essex) 07973186698 or wyn@wynthomas.com (HP)

JAGUAR XK8



1996, 124,000 miles, £3,700 ono. 4.0 V8. MoT Feb 2016. Lovely condition. Champagne silver/black leather. It comes with lots of paper work, old MoTs and a stamped service book. Excellent runner, totally reliable very strong engine, gearbox is smooth. There is no rust what-so-ever anywhere on the car, it's completely solid. The wheels are good with nearly new tyres all round. Derbyshire. 07708 950559 (HP)

XK8



2006, £12,000 ono. This is the Final Edition of the wonderful Jaguar XK8 Model and the only 2006 Racing Green in the Country. 300 BHP 4.2 Sports V8. The car comes with 2 Keys, Full Service History along with 7 Main Jaguar Dealer Service stamps, Owners Manual, Taxed, New MoT Expires 03/16, 1 Previous owner on the LogBook, has evidently been cherished, outstanding condition inside & out. London. 07545 210860

XK8



1998, 52,000 miles, £6,750. In same family from new. Silver with parchment trim. HK stereo upgrade, heated electric memory full leather seats. Cruise control, 18" alloys, electric steering column a/c etc. MoT next January. Good condition with much recent work. 01952 463413

XKR



2000, 125,000 miles, £7,250. But 25k of those are on a rebuilt 4.2 with uprated super charger (bills to prove £4,200 rebuild cost) was the old 4.0 litre, nice bodywork, deleted side markers and nose badge, interior is pretty decent too, staggered 20" alloys, 295 rear and 275 front, service history, recently serviced, runs and drives superbly, fully loaded, brand new battery, MoT due 25th May 2015, but will re mot, comes complete with private number. Great Yarmouth. 01493 440539 (HP)

XKR 4.2

78,000 miles, £9,250. Super charged, 18inch alloys, 1years MoT, full Jag service history, 52 reg, pacific blue. Norfolk. 01493 377119

XKR 4.2 SUPERCHARGED



2002, 38,000 miles, £12,790. Very high specification indeed with unusual Black and Camel leather memory heated seats with contrasting stitching. Satnav, bespoke high gloss dashboard, in car telephone, split rim BBS alloy wheels, 6 CD auto changer and much more. Original sales brochure included along with manual, stamped service book and lots of covering paperwork. Private registration is available by separate negotiation, Staffordshire. 07808 631181 (HP)

XKR COUPE



1998, 57,000 miles, £6,975 ono. FSH. Red/black leather. Private plate. Garaged. Only used in dry weather. Wheels refurbished in April. New battery (5 year warranty). Good condition. MoT to October. Durham. 07494 341882 (PB)

XKR COUPE



2007, 61,000 miles, £22,500. This head turner is fitted with every possible option. Ebony with Ivory sports seats. 20" Senta wheels. Front/Rear park assist. FSH (Main Dealers). MoT March 2016. Coventry. 07968 263964

XJ8 (X308) & Daimler 97-03 for sale

3.2 EXECUTIVE V8

2001, 4,818 miles, £offers. Swb, auto, 4 door saloon, platinum metallic, Ivory Napa leather upholstery, full alloy spare wheel, lady owner's second car, permanently garaged. Serviced, MoT until March 2016. Shropshire. 07873 519800

DAIMLER V8 AUTO



1998, 72,000 miles, £4,500 Ono. Full service history, much loved, many pennies spent over last two years to maintain this immaculate condition including timing chain tensioners and new head lining. Devon. 07812 977879

XJ8



1999, 92,000 miles, £2,400. One owner plus Jaguar. Carnival red, oatmeal leather. Full service history- all bills. Always garaged- mot september. Chain tensioners / water pump replaced. Rear park aid- 6 cd- full size spare, new xe ordered. Kent. 01959 569180

XJ8



2000, 75,000 miles, £3,599. 4.8 auto. 4 door saloon. Green. 12 service stamps, 11 by Jaguar main dealer, 2 keepers only, metallic paint, leather seats, cruise control, wooden gearknob, alloy wheels, stereo, electric windows, air conditioning, airbags, height adjustable drivers seat, power steering, this Jaguar is classic luxury. Px possible, debit and credit cards taken. Please do not text or email. By appointment only. www.kinsonmotorcompany.co.uk (T). Hampshire. Call 02380 766870 / 07545703474 (HP)

XJ8

1999, 75,000 miles, £3,599. 4.0 auto 4 door saloon, metallic green, 2000 model, 12 service stamps, 11 by Jaguar main dealer, 2 keepers, leather seats, cruise control, wooden gearknob, alloys, stereo. Photo on website. By appointment only (please do not text or email). 02380 766870 or 07545 703474

XJ8



2002, £3,885 ono. 3.2 se, seafrost metallic/oatmeal leather, immaculate condition. MoT'd /taxed, recently serviced, recent new parts inc. exhaust, pads and discs. Brand new 2012 xfr nevis alloy wheel and tyre set 255/295 pirelli's/modified hubs, type r exhaust finishers, mesh grill, unique eye-catching vehicle. Bedford. 07947 771423

XJ8



1997, £3,700. Sea Frost, beige interior, immaculate inside and out, fsh, until 48,000 miles by Guy Salmon, new engine under Jaguar warranty at 18,000, MoT March 2016, rebuilt gearbox 51,300. Surrey. 07984 469856

XJ8



2001, 74,300 miles, £2,000 ono. Long MoT, great tyres, lovely and clean, scratch on the bumper fully loaded 3.2 engine drives like a dream, fully serviced, 6xcd player great sound, £2,000 is a bargain great first Jag, trouble free motoring, smooth gear change and lots more, first to see will buy. 07950 134062 (HP)

XJ8



1997, 75,500 miles, £2,350. 3.2 Auto. Service history. MoT'd to June 19th. 10,000 miles in last 5 years. As good as it looks! . Cornwall. 07814 417467

XJ8 EXECUTIVE



2000, 138,500 miles, £1,700 offers invited. 3.2 V8 automatic, alloys, air conditioning, climate control, cruise control, leather interior, rear parking sensors, power steering, cd multichanger in boot, same alloy, spare in boot, lpg tank in the spare tyre section, so less room in the boot. Specially made LPG insert, right opposite the other side Petrol Cap. MoT Expires: 9th July 2015. West Midlands. 0121 7733322 / 07725 866241 / 07886 387094 (HP)

XJ8 EXECUTIVE

2002, 125,000 miles, £2,200. 3.2 Auto, grey, full leather interior. Fully loaded two sets of wheels. Berkshire. 07766 718938

XJ8 SALOON

2000, Only 83k miles, £3,500 ono. Emerald. Beautiful leather. Service history. Long MoT. Chains and tensioners done. 3.2ltr, high spec. Am third owner. Buying XK8. This Jag is condition one. Trowbridge. Wiltshire. 01225 763352 (RB)

XJ8 SPORT



2001, 65,000 miles, £4,950 ono. Seafrost green with ivory interior. A beautiful unmarked example of only 1,108 sports built and the last classic Jaguar shape. Fully serviced ready to enjoy. Pictures available. Derbyshire. 01298 812750 / 07972 268966

XJR



2000, 139,221 miles, £3,250. 4.0 Supercharged V8. New engine 67,074 miles. Immaculate platinum silver, cream leather seats. Asteroid alloys. Good tyres, two new. Sunroof, folding mirrors, memory heated seats. Sat Nav. Front and rear heated screens, and more. Gloucestershire. 07929 552957 (PB)

XJR



70,000 miles, £4,500 ono. Runs as good as new, all the interior is like brand new and back seats have hardly been used. In perfect condition and comes with 6 changer cd player. This car comes with a full 12 months MoT and we are the 3rd owner from new. Gloucestershire. 07821 749999 (HP)

XJR 6

1995, 130,000 miles, £1,095 ono. Met blue, nice wood/leather, vgc, drives superb, needs new sunroof & cosmetics, x4 new tyres, fsh, good engine best one 6 cylinder, good supercharger, 4 months test, got to sell new Jag coming, come and have a look, nice bargain, one owner, any inspection. Yorkshire. 07952 230714 or 01226 297411

XJ (X350) & Daimler 03-10 for sale

XJ6



2004, 89,500 miles, £4,500 ono. 3.0 automatic in met grey with cream leather interior. MoT until May 16. Full Service History. Wiltshire. 01980 862368

XJ6 SPORT



2003, 35,000 miles, £5,750. Genuine miles, 2 owners, aluminium body. Excellent condition inside & out, looks & drives like a new car, would make a good future classic. Hants. 07879 684610

S-TYPE 99-07 for sale

JAGUAR S-TYPE



2006, 145,000 miles, £1,250. 2.7 (Manual Diesel) - available with 3 year service history, no MoT, No Tax, SORN, Bodywork good condition, 4 new tyres, lovely interior, engine block cracked hence the price. (T). 01273 555863

S TYPE 2.5



2003, 80,454 miles, £2,400 ono. Zircon blue, grey leather. Fsh. 10 stamps (dealer). Auto box, oil change, smooth drive. Last service 77,194. 4 new Vredstein winter tyres, 4 P6000 6mm. 2 keys. Phone prep. MoT March 2016. Ross-Shire. 01349 882921 (RB)

S-TYPE

2005, 40,000 miles, £5,750 ono. Diesel SE, full Jag s/h, silver/oatmeal leather, MoT December 2015, new pads, nearly new tyres, owned 6 years, only used in retirement. West Sussex. 01903 717730

S-TYPE



2001, 90,200 miles, £1,200. 3.0 auto. Very good condition. MoT January 2016. All service stamps. All electric, ac, mirrors, seats, sunroof, cd changer, etc. Full leather. My care last eight years. Lincolnshire. 01724 849678 (RB)

S-TYPE

2002, £550. V6 auto, colour black, good engine, tyres and wheels, gearbox problems, many new parts, can deliver. Oxon. 07836 610615

S-TYPE

2003, 42,000 miles, £2,995. 3.0 V6, Petrol, auto LT. Gold, Belge, leather. Lovely colour combo. Fsh, always well cared for, better than average. Private plate, recent tyres and battery. Long test and no issues. Wrocs. 01684 892906

S-TYPE



2006, 44,000 miles, £4,500. Automatic, petrol in light blue metallic and unmarked cream leather interior, no rips or marks. Full set of over mats. Four good tyres, alloy wheels, two keys and in excellent condition. MoT until September 2015. This is a well cared for luxury car which is running well has full service history and very low mileage. Northamptonshire. 07737 985975 (HP)

USA DEALER CLASSIFIEDS



1954 Jaguar MK VII Saloon
Elegant and luxurious, this Jaguar shows a patina that can only be had over time and careful preservation. A full sliding moon roof is found above the driver's area.
Classic Showcase – Oceanside, California –
www.classicshowcase.com – T: 001 760 758 6100



1959 Jaguar Mark IX 3.8 Sedan
This very original, matching numbers 1959 Jaguar Mark IX has been well maintained and lovingly cared for by Jaguar professionals throughout its long term ownership. With its great history of being campaigned, it was appreciated by judges and spectators alike!
Classic Showcase – Oceanside, California –
www.classicshowcase.com – T: 001 760 758 6100



1960 Jaguar XK-150 3.8 DHC
This Jaguar is currently undergoing a comprehensive restoration to a show/driver level. The 3.8 engine model had a few distinct changes, amongst them a significant difference in the rear tail light fixtures. With an estimated completion date of spring 2015.
Classic Showcase – Oceanside, California –
www.classicshowcase.com – T: 001 760 758 6100



1963 Jaguar Mark II 3.8 Sedan
The ultimate iteration of the seminal Mark II model, this 3.8-liter overdrive-equipped example which has been very well cared for during its lifetime, exhibits many original finishes throughout. Fine, largely unrestored examples such as this are rarely coming up for sale today, making this opportunity all the more special.
Classic Showcase – Oceanside, California –
www.classicshowcase.com – T: 001 760 758 6100



1967 Jaguar XKE Series 1 4.2 OTS
This highly original 1967 Jaguar E-Type roadster is a matching numbers car with low original miles, and limited ownership since new. The XKE is a fantastic daily driver or can be taken to a show level.
Classic Showcase – Oceanside, California –
www.classicshowcase.com – T: 001 760 758 6100



1974 Jaguar XKE Series 3 5.3 V12 OTS
This highly original Jaguar is believed to have covered just over 18,000 miles since new. The silver exterior has been refinished at some stage, presumably in the 1980s, and presents today with a lovingly aged patina.
Classic Showcase – Oceanside, California –
www.classicshowcase.com – T: 001 760 758 6100



1971 Jaguar XKE Series II V12 2+2
Exceptionally preserved Series II V12 with an unbelievably low 8,480 original miles since new! Always well maintained and in a gorgeous color combo of British Racing Green over biscuit, this XKE presents a unique opportunity for the collector demanding originality.
Classic Showcase – Oceanside, California –
www.classicshowcase.com – T: 001 760 758-6100



1969 Jaguar XKE 4.2 OTS Series II
A truly original car with nearly 3 decades of single ownership. Always well cared for and consistently maintained, numerous original receipts and records of previous work done. Heritage Certificate of Authenticity.
Classic Showcase – Oceanside, California –
www.classicshowcase.com – T: 001 760 758-6100



1977 Jaguar XJ6C Sports Coupe
This XJ6C has a great deal of originality. It comes with the period correct AM/FM/8 track stereo, and full instrumentation. With the luxury of power steering, power windows, power brakes, it also comes with the factory air-conditioning.
Classic Showcase – Oceanside, California –
www.classicshowcase.com – T: 001 760 758 6100



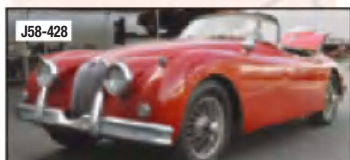
1965 Jaguar XKE Series 1 4.2 OTS.
This is a very nicely restored XKE Roadster that is one of the most sought after of the Jaguar series I models. It has been restored by a Jaguar professional, and has been well maintained since the restoration, driven sparingly, and kept in a collection in San Diego, CA.
Classic Showcase – Oceanside, California –
www.classicshowcase.com – T: 001 760 758 6100



1964 Jaguar 3.8 S Type Sedan
This very original 1964 Jaguar 3.8 S Type 4 door Sedan has a straight fit, minimal rust, seats in good condition, makes for a great candidate for restoration while you enjoy driving.
Classic Showcase – Oceanside, California –
www.classicshowcase.com – T: 001 760 758 6100



1965 Jaguar XKE Series I 4.2 OTS
The car has been driven very little since the original restoration, and stands as a great contender for JGNA showings. Jaguar professionals performed a comprehensive restoration to that of a show/driver level.
Classic Showcase – Oceanside, California –
www.classicshowcase.com – T: 001 760 758 6100



1958 Jaguar XK-150S 3.5 OTS
This one owner Jaguar is a very original car that makes a great candidate to take to a Show, or Show/Driver level.
Classic Showcase – Oceanside, California –
www.classicshowcase.com – T: 001 760 758 6100



1968 Jaguar XKE Series I 1/2 4.2 OTS
This beautiful E-type was restored by Jaguar professionals and has been well sorted since the restoration. This is the end of the small tail lights, parking lights and bumpers which kept the lines and beauty of the iconic E-type.
Classic Showcase – Oceanside, California –
www.classicshowcase.com – T: 001 760 758 6100



1965 Jaguar XKE Series I 4.2 OTS
It is not often that you find an E-Type with less than 30,000 miles that is original as this car. This would be a spectacular car to perform a preservation restoration to or you can take it to a high level show car if you wish.
Classic Showcase – Oceanside, California –
www.classicshowcase.com – T: 001 760 758 6100



1977 Jaguar XJ6L Series II 4.2 Sedan
This well preserved and very stylish XJ6L is a Southern California car since new, and has spent its entire life in the Western region of the United States.
Classic Showcase – Oceanside, California –
www.classicshowcase.com – T: 001 760 758 6100



Jaguar SS100
1938 Gunmetal/Red Interior. Show car restoration to a high level. Please note the SS100 pictured here was recently restored by Classic Showcase and is shown only as an example. The SS100 that we are restoring and on offer will look just like the model pictured here.
Classic Showcase – Oceanside, California –
www.classicshowcase.com – T: 001 760 758 6100



1967 Jaguar 420 Sedan
This 1967 Jaguar is an amazing time capsule and has incredible patina. This car has always been owned by the same family since new and was always serviced and maintained by Jaguar Professionals and comes with receipts.
Classic Showcase – Oceanside, California –
www.classicshowcase.com – T: 001 760 758 6100



1963 Jaguar XKE Series I 3.8 FHC
Fully rebuilt. New suspension. Body stripped to bare metal, metal finished and finished on rotisserie. Numerous performance upgrades. No bumpers and D-type wheels.
Classic Showcase – Oceanside, California –
www.classicshowcase.com – T: 001 760 758 6100



1973 Jaguar XKE Series III V12 OTS
This 1973 Jaguar Series III V12 Roadster is a great restored example that boasts a number of performance and comfort upgrades. It has been well maintained, recently serviced, was detailed inside and out, and simply begs to be driven and enjoyed!
Classic Showcase – Oceanside, California –
www.classicshowcase.com – T: 001 760 758 6100



1963 Jaguar Mark II 3.8 Sedan
This 3.8-liter overdrive-equipped example is quite attractive in British Racing Green over a biscuit interior, and runs and drives very nicely. It is an excellent choice for those seeking an affordable and/or entry level classic Jaguar model.
Classic Showcase – Oceanside, California –
www.classicshowcase.com – T: 001 760 758 6100



1967 Jaguar XKE OTS Series I 4.2
This extremely original, matching numbers 1967 Jaguar XKE was the subject of a restoration by Jaguar professionals, and has just completed a recent service. Since the restoration, it has been driven sparingly, is in excellent running and driving condition, and always has been well cared for.
Classic Showcase – Oceanside, California –
www.classicshowcase.com – T: 001 760 758 6100



1967 Jaguar XKE Series I 4.2 OTS
This one owner, all original, CA black plate 1967 late Series I XKE shows fabulous patina. It has been stored for many years, is in its original color combination of Carmine red and black and has only 52,123 original miles.
Classic Showcase – Oceanside, California –
www.classicshowcase.com – T: 001 760 758 6100



1994 Jaguar XJS 2+2 Convertible
This beautiful, unmolested, one-owner Jaguar XJS Convertible is in very good original condition. It has been very well maintained and garage kept. This Jaguar would serve well as a daily driver or a great addition to your collection.
Classic Showcase – Oceanside, California –
www.classicshowcase.com – T: 001 760 758 6100

S-TYPE (X202) V6 SE



2004, 78,000 miles, £2,900. One previous owner. Very well looked after. Rear Spoiler, Beige leather interior, Parking sensor, MoT until April 2016. Must be seen. Surrey. 07762 10827

S-TYPE 2.7 TDV6 AUTO SE



2006, 89,000 miles, £7,995. Privately owned from new by Jaguar enthusiasts. Trouble free and careful miles. Recent major service including timing belt, new Pirelli P Zero tyres all round and wheels beautifully refurbished. Up to 42mpg. No children, pets or smokers. New MoT. Surrey. 020 8942 5151 (TS)

S-TYPE SE TD



2007, £10,000. V6. Mint condition in Lunar Grey with ivory and mocha interior. Satin mahogany dash. All Jaguar extras as you would expect from such a fantastic car. Brand new engine fitted by Jaguar in October 2014. Lincolnshire. 01205 870815 (TS)

S-TYPE XS



£3,000. Petrol, 06 Black, Black Leather Sport Int, F & R Parking sensors, service history, Genuine reason for sale. 01455 553654 / 07754 005986

X-TYPE for sale

SPORT XJR

1992, 136,000 miles, £1,495. 4 litre. Very rare opportunity to purchase this limited edition. This is the early non-supercharged model. In Regency red metallic, colour coded bumpers, EGG crate grille. Magnolia leather piped in red, colour coordinated sport steering wheel. Revolver sport alloys with recent new tyres. Excellent mechanics. This is the 151 mph version (251 bhp). Bargain with full MoT. Warwickshire. 02476 160817 or 07951 361719 (RB)

X-TYPE 2.5 V6

2001, £1,095. Saloon 51 plate, rare manual, metallic adriatic blue, dark grey cloth interior, electric windows, stereo, alloys, service history, MoT'd. Nr Plymouth. 07719 199383 / 07967 402290

X-TYPE 2.5 V6 SPORT

2001, £90A. Auto, 4 door saloon, alloys, electric windows, CD, sat nav, air con, power steering, luxurious saloon car, body in excellent condition, no rust. Swap for classic camper / car. Scotland. 07961 899492

X-TYPE 3.0L V6 SE AWD



2001, 47500 miles, £1,950. Automatic Petrol Pacific Blue with Dove grey leather interior 13 Service stamps 4 good matching tyres 2 keys Sale includes Personalised Number Family 2nd car last 6 years. Stirling. 07956 272122

X-TYPE SPORT



2002, £2,000 Offers invited. Up for sale is my Jaguar x-type 2.5 v6 sport in blue colour coded panels. Full black leather interior unmarked, bodywork is nice, fsh from Jaguar, 12 months MoT, tow bar and electrics not fitted but come with motor. The Jaguar is fully loaded recent re gas a/c full service less than 200 miles. Essex. 07733 350650 (HP)

Parts for sale

DAIMLER SOVEREIGN 420G PARTS

1969, £90A. A left back box exhaust for 1969 Daimler sovereign 420 gAlso a Paddy Hopkirk drivers door mirror (right mirror) for a 1969 Daimler sovereign 420g. Lincs. 01507 568240

E TYPE SERIES THREE

£1,750. Black hardtop, new rubbers, rear window and re-painted by Classic Car Company, Bridgenorth. Flintshire. 01244 546723

FOR SALE

£50. Daimler front grill from XJ6 ser 2/3. Nice cond. Alo XJ6 S3 back lights pair £100. Ad new L.W.B. cills pair and rear valance new for series 1/2 or 3, XJ6 £0ffers. Heater rear screen ser 3 £50. XJ6 ser 1 o/s door stripped - rustfree door £100. 01225 852852

JAGUAR

£200. Auto gearbox XJ6 range, Borg Warner 12 from XJ6, S1.4-2 or E-type. Perfect, dry stored. Bristol. 07840 400569

JAGUAR & BENTLEY SPARES COLLECTION



£5. Mk 2, Mk 1, XJ6, MK 7, 8, 9, 10, 420, S-Type, Bentley MK 6 and Amarge. panels, doors, bumpers, wings, boots bonnets. Loosing my storage-cash or swap for interesting classic, antiques or Jewelry. Surrey. 07736 6778033

JAGUAR 3.34



£90A. Diff, 16 inch lattice alloys. Very good 16 inch tyres. Various. 5 speed Getrag box, 4 speedo drive. Mk10 carbs. V/6. E-type tripple 2 inch excr. 4206 cambs, very good. XJ Series 1, 2 and 3 tank covers. South Yorkshire. 07952 230714 / 01226 297411 (PB)

JAGUAR AUTO GEARBOX

£200. XJ6 range, Borg Warner 12, from XJ6, S1.4-2 or E-Type, perfect, dry stored. 07840 400569

JAGUAR BBS MONTREAL SPLIT RIM OYSTER



£750. 8.5 x 19" alloy wheels / tyres, XJR 100 fitment but will fit all XJ's from '68 to '02, very straight, no flat spots or buckles. Bedfordshire. 07947 771423

JAGUAR DOOR

£100. XJ6 Series 1, offside door shell front, rust free? No filler. 07840 400569

JAGUAR F-TYPE CENTRIFUGE ALLOY WHEELS



£950. Pirelli p-zero 245/275 tyres with new type R centre caps, cost over 3,000 from Jaguar. Will fit XK, XF, XJ, etc. Bedford. 07947 771423

JAGUAR MK10



£90A. Carbs, vgc, 3.34 diff, Getrag 5 speed gearbox, nice cond, suit many conversions. Jag, TRs, Austin Healeys, E-Type carbs, 2in triple XJS 17in alloys + new tyres, 16in Lattice alloys, SJ6 tank covers, E-type centre consol, complete, gauges and switches. S Yorks. 07952 230714 or 01226 297411

JAGUAR MK 2 PARTS



£650. Front wings, 4 doors, boot, bonnet and 4 wheels. Surrey. 07736 778033

JAGUAR MK2 PAINTED WIRE WHEELS

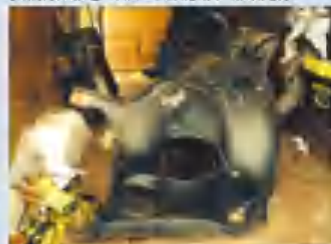


£80. With tyres. Wire wheels are in excellent condition no rust or loose spokes. Tyres have loads of tread but are beginning to perish. 01908 520149

JAGUAR PARTS XK 8/9

£Various. Front windscreen £85. Pair exhaust manifolds £58. Telescopic boot lid tube £75. Door hinges £65. Pair rear hand brake compensator working order £65. Front grille £100. East Lothian. 01316 619800

JAGUAR S-TYPE FRONT WINGS



£675. S-type Front wings. Very good condition. Surrey. 07736 778033

JAGUAR STARFISH ALLOYS 5

£90A. Black centre caps need refurb, no damage + studs £80. XJS Instrument binnacle, electric door mirror £50. XJS Boot light plinth/ badge & XJS renovation book £30 Mint steering wheel £20 Other XJS bits. Merseyside. 01744 637052

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JAGUAR X TYPE

£50 + p&p. Set of 4 chrome bumper trims, good condition. West Midlands. 07736 678313

JAGUAR XJ6 SERIES 1 PARTS



£575. 2 series 1 bonnets, 8 doors, 1 interior, boot, windscreens, 4 wheels and hubcaps, bumpers. Surrey. 07736 778033

JAGUAR XJ8 RADIATOR GRILL AS NEW

£100 for the pair. Still Boxed. North London. 07985 691137 (JW)

JAGUAR/DAIMLER MK2



1963, £450. Interior beige seats and door cards. Good condition. In loft 2/3 years. Possible delivery. Kent. 01689 861196 (PB)

JAGUAR/DAIMLER MK2



1963, £300. Chrome bumpers. Good condition. Front and rear. In loft 2/3 years. Possible delivery. Kent. 01689 861196 (PB)

MK V OFFSIDE REAR WHEEL FENDERS

1948, £50. have a pair and 2 offside rear wheel fenders for a Mk V Jaguar offers over £50 for the pair and offers on the others please. Text me if interested. Worcestershire. 07917 375171 (HP)

TUDOR WEBASTO SUNROOF

EPOA. Complete kit, inc Visor. 3ft square dark green cover, suit E-type etc. Fitted luggage, 2 cases inc. Straps, Locks and keys to fit in boot of Jaguar Mk 2 models. Worcs. 01684 892906

VARIOUS

EVarious. Mk I Marina van front grilles, bumpers and seats, £70. Jaguar XJ300 sport wheel and virtually new tyre, £45. Morris Minor bonnet, £30. Morris Minor 2 door glass (not windscreen), £25. Bedfordshire. 01462 814623 (RB)

WIND DEFLECTOR FOR AN XK8/R CONVERTIBLE

£90 + P&P. BRAND NEW. Cheltenham. 01242 232445

XK 140 PAIR OF FRONT SEATS



1955, £250. From Jaguar XK 140. May fit 120 also, bit rough but a basis for refurb - bases, backs sound. Looks like original horse hair and springs in backs - covered in vinyl material. use as they are if you like, but fag burn hole in top of l/h seat back at top corner see pic - open to offers could send anywhere not a problem, outside of UK. Wales. 07949 639059 (HP)

XK8/R PORTED & POLISHED HEADS



XKR PORTFOLIO BRAKE



£Offers over £650 considered. 6 Pot Alcon callipers front plus 4 pot alcon rear. Complete with discs and mounting plates. Separate handbrake callipers also included although mounting plates for these are not included but are available from Jaguar. The callipers require new or refurbished pistons and seals The discs are in VERY good condition, the existing pistons have been removed. 01883 627171

Parts wanted

COMPLETE ENGINE FOR A 2005 - XJ V8 (X350) 4.2

Wanted. Will Only Buy with proof of mileage. No Time wasters please. Southampton. 01489 785333

JAGUAR 420G

1970, Wanted. Manual clutch parts for MKX/420G. Pedal, master cylinder plus pedestal. Hants. 01264 860380 (JP)

JAGUAR E-TYPE 4.2 SERIES 1

1966, Wanted. Heater motor and distributor. In good working order. West Midlands. 01213 444704 (PB)

JAGUAR MARK II TOOL KIT

Wanted. Small adjustable spanner marked Garingtons. Only about 4 inches long. I will pay sensible price & postage. Scottish Borders. 01361 850280 (JP)

JAGUAR X-TYPE

Wanted. Set of Bermuda alloys. Not to worried about tyres and slight kerbing. Cheshire. 07779 929957 (PB)

JAGUAR XKR

2000, Wanted. 18in 4 wheels, tyres, Dunlop, Pirelli? NOT low profile wheels. Good condition. Tyres expect wear (maximum comfort required). Devon, Cornwall area, or near Devon. 01548 830157 (RB)

SPARE WIRE WHEEL

Wanted. For a Daimler V8 250 and a workshop manual for the same car. East Yorkshire. 01759 380237 or 07889 766053

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VITREOUS ENAMELLING

EPOA. Ring for details. For all exhaust manifolds, and repairs carried out where necessary. We also have a stock of repaired manifolds which are in a better condition than when they left the factory. Ringwood, Hampshire (T). 01425 477856 (GB)

Miscellaneous for sale

12 VOLT WINCH



£50. Fantom 2500kg pull winch, complete as new, with instructions and accessories. Staffordshire. 01543 418993 (RB)

3 GARGOYLE MOBIL OIL SIGNS



£60 the lot. Enamel, steel Mobilgas gargoyle, vacuum oil company. Surrey. 07534 431198 (RB)

1944 JAGUAR SS



£25. 2.5 litre hand made in wood, cord on back, size 17in x 8in, post free. Surrey. 020 8399 7541

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£150 the lot. For the 1126 Corgi Major Ecurie Ecosse Transporter. 152S BRM, 151A Lotus Le Mans, 150S Vanwall, 218 Aston DB4. In rep box. Free postage. Surrey. 07580 313669 (RB)

AA & RAC BADGES



£30 each. AA. Nice condition. RAC, £35 each. Both including UK p&p. Somerset. 01761 470607 (RB)

ANNUALS



1979, £10. Motor Road Test. Bedfordshire. 01234 213871 (RB)

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B15 LLY

£6,000. (Billy) registration number on retention 1984-85, B prefix. Ayrshire. 01292 284644

BALLROOM DANCING COUPLE



1930, £65. Mascot on wood base. Size 5.5in height. Silver plated. Post free. Essex. 07794 775973 (RB)

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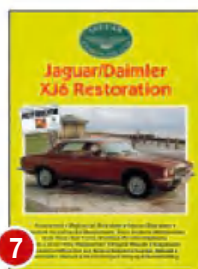
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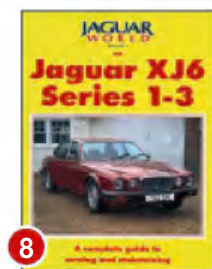
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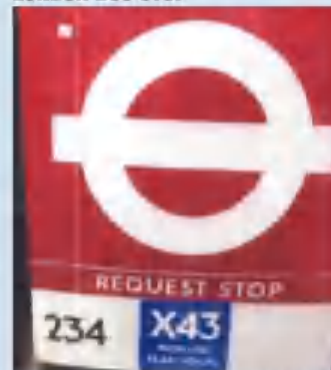


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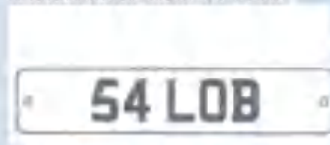
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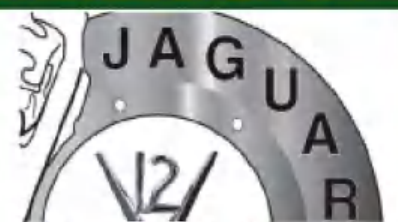
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The Jaguar 420

Outside Jaguar enthusiast circles the Jaguar 420 is scarcely remembered, and even Mk 2 enthusiasts tend to dismiss the model as something of an insignificant footnote to the Jaguar 'compact' series of cars. But it contributed quite importantly to Jaguar's turnover in the late Sixties, the Jaguar Heritage Trust recording that 16,060 were made during the three brief years (1966-1968) it was current, an average of 5,353 per annum.

So it compares well with the build rate of the 3.8 S-type – 15,065 over five years, or 3,013 per annum. Even if you add in the 9,928 3.4-engined S-types made, that still gives the lesser annual build figure of 4,998 for the S-type.

The 420 sprang from the S-type but was hardly the result of long term product planning. Today a manufacturer's forward model plan might extend some ten years into the future, but at Jaguar in the Fifties and Sixties it was at least half that. Yet at the same time there was a much greater ability to react quickly to a market situation, so that whereas today the plan is sacrosanct, back then, if Sir William Lyons had an inspiration for a new car, it simply happened. In the case of the 420,

it was created when Sir William Lyons returned from the October 1965 London Motor Show concerned that "not enough interest is being shown in the S-type..."

Just as the new XE, the replacement XF and the F-PACE will all share the same basic architecture, so did Jaguar make use of the underpinnings which began life with the 2.4 saloon in 1955. The new look came from remodelling the S-type's front end to include a Mk X-style, forward-leaning radiator grille. This incurred extensive body-in-white changes, and, under pressure to meet a 12-month 1966 Motor Show launch date, Pressed Steel Fisher at Oxford had their work cut out. In fact Jaguar body engineer Cyril Crouch told me that they regarded the 420 body as "the greatest feat of desperate panel design, tool design and tool manufacture we ever achieved!"

Powered by the 4.2-litre version of the XK straight-six, the 420 could achieve 120mph and was impressive on the twisty bits too. Said *Road & Track* in 1967, "If you're off the blacktop and onto a patched-up strip of secondary road the wonderful compliance of the suspension and the marvellous directional stability of the car relieves you of any inhibitions about maintaining a high average speed."

The 420 and its badge-engineered Daimler Sovereign sister ceased production in 1968 after a total of 16,060 were made, successfully helping to bridge the gap until the new XJ6 arrived that autumn.

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